

Final Draft

# EXISTING CONDITIONS SUMMARY REPORT

for the

Canal Neighborhood Community-Based  
Transportation Plan

prepared for:

CANAL TRANSPORTATION PLAN STAKEHOLDER COMMITTEE

Transportation Authority of Marin  
City of San Rafael

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## ACKNOWLEDGEMENTS

### Canal Transportation Plan Stakeholder Committee

Dr. Laura Alvarenga  
Eric Andersen  
Ruth Donohugh  
Carmen Escobar  
Rocio Cruz Hernandez  
Richard M. Lockman  
Enedina Mendieta  
Jessuina Perez-Teraj  
Man Minh Pham

Fernando Quezada  
Maria A. Rodriguez  
Rob Simon  
Beverly Yates  
San Pedro Parent  
Bahia Vista Parent  
SRHS student  
SRHS student

### Canal Transportation Plan Technical Advisory Committee

Bob Brown, City of San Rafael  
Dave Donery, Pickleweed Community Center  
Mary Donovan, Marin County Health and Human Services  
Harvey Katz, Golden Gate Transit  
David Escobar, Marin County Board of Supervisors – District 4

Linda Jackson, City of San Rafael  
Therese Knudsen, Metropolitan Transportation Commission  
Carey Lando, Transportation Authority of Marin  
Amy Van Doren, Marin County Transit District  
Tina Warren, Marin County Department of Health

### Transportation Authority of Marin

Dianne Steinhauser, Executive Director  
Carey Lando, Senior Transportation Planner

### City of San Rafael

Bob Brown, Community Development Director  
Linda M. Jackson, Principal Planner  
Meherdad Namiranian, Associate Engineer

### Consultants

Carol Levine and Peter Martin, Wilbur Smith Associates  
John Young and Ericka Erickson, Marin County Grassroots Leadership Network

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## EXECUTIVE SUMMARY

The San Rafael Canal Neighborhood Community-Based Transportation Plan is part of an on-going endeavor by the Metropolitan Transportation Commission (MTC) to identify barriers to mobility and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan effort has created a collaborative planning process that involves residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, county congestion management agencies and MTC. This Existing Conditions report describes the character of the Canal Neighborhood in terms of socio-economic and demographic factors. In addition, the report provides an overview of the existing transportation network of the neighborhood and describes how the population travels for work, school and other activities. A summary of relevant planning studies at the neighborhood, city, county and regional level is also included.

The socio-economic analysis of the community, based upon Census 2000, shows that the Canal contains a significant portion of the City of San Rafael's total population (21%) and employment (15%). The Canal Neighborhood has a significant Hispanic population (70%) and almost 80% of the population spoke a language other than English at home in 2000. Spanish is the most prevalent language other than English with over 65% of the population speaking Spanish at home. The Canal Neighborhood has a largely immigrant population with over 60% of Canal residents were born in another country. Compared with San Rafael and Marin County, Canal residents are younger, household and family sizes are larger, and household incomes are smaller. Canal residents own fewer cars and ride transit more frequently. Typically, the Canal resident is transit dependent and is more likely to walk or bicycle within the neighborhood or to close-in destinations.

The general overview of transportation in the Canal Neighborhood provides a detailed description of roadways and facilities as well as traffic volume and level of service data for selected locations. The Canal Neighborhood is physically isolated from the rest of San Rafael by the Canal waterway, and Highways 101 and 580. Vehicle and pedestrian access to/from the community is available at only three locations. The availability of shopping, education and other services within the Canal Neighborhood is limited and travel to other locations in San Rafael is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections. Bicycle and pedestrian travel between the neighborhood and other locations in San Rafael is poor primarily due to narrow sidewalks, high traffic speeds and volumes, and congested conditions on roadways providing a through connection.

Transit factors heavily in the travel patterns of the Canal residents. Fixed-route transit service in the neighborhood is provided by Golden Gate Transit on Routes 35 and 36, among the most heavily used routes in the County. Both routes connect the neighborhood to the San Rafael Transit Center; Route 36 also continues further south to Marin City. Travel by Canal residents to other locations in the County requires a transfer at the Transit Center.

Transportation in the Canal Neighborhood has been the topic of study at the neighborhood, city, county and regional level. Community outreach in the Canal in 1996 (Canal Voice) provided members of the neighborhood the opportunity to express their concerns about the future of the area and to develop strategies to improve the community. Public transit, walking and bicycling were topics of discussion including the need for better bus connections to other parts of San Rafael and safer conditions for walking and bicycling. More recent efforts have included the study of a pedestrian crossing of the San Rafael Canal and street improvements of Medway Road, the 'main street' of the neighborhood. Studies by the City of San Rafael have identified projects to improve bicycle, pedestrian and vehicular circulation to/from and within the Canal Neighborhood. Countywide studies have identified needed improvements to transit service for the Canal Neighborhood and programs to improve mobility for low-income families and

students. At the regional level, Golden Gate Transit Route 35 is identified as a Lifeline Transportation Network Route by providing critical transit service for low-income individuals and families most in need of these services. The Canal Neighborhood is identified as one of 44 'communities of concern' in the *Equity Analysis Report* of the *MTC Transportation 2030 Plan* which measures both the benefits and burdens associated with the transportation investments proposed in the 2030 Plan to make sure that minority and low-income communities share equitably in the benefits without bearing a disproportionate share of the burdens.

Public outreach and participation is a critical aspect of the community-based transportation planning process. The Outreach Plan for the Canal Neighborhood (included as a separate document) outlines the proposed approach to involve the community in identifying transportation needs and developing feasible and effective solutions. Outreach efforts include a Stakeholder Committee and Community Workshops. The Stakeholder Committee is composed of 16 members and includes neighborhood residents and business owners, school officials and representatives from community-based organizations. The Committee will meet approximately five times during the planning process to oversee the preparation of the community-based transportation plan.

Two community workshops will be held as part of the outreach effort. The first workshop will be held early in the schedule (tentative date of January 26, 2006). At this workshop, Stakeholder Committee members and other community members will identify transportation gaps and potential solutions as a group. Following the group discussion, workshop participants will break out into smaller workgroups to focus discussion on specific transportation gaps that the community feels exist in the Canal Neighborhood and potential solutions to those gaps. At the second workshop, tentatively scheduled in June 2006, the draft Community-Based Transportation Plan will be presented. The Plan will include recommendations for transportation improvements and land use modifications that have been developed in response to those concerns and needs highlighted during the first workshop and during other outreach venues. Discussion and comment by the workshop participants on these recommendations will be the focus of the second meeting.

Specific topics of discussion for the outreach will need to be developed through input from the Stakeholder Committee. In meeting the goals of the community-based transportation planning effort, it will be important to focus the discussion on factors related to improving mobility for residents of the Canal Neighborhood.



## INTRODUCTION

The San Rafael Canal Neighborhood Community-Based Transportation Plan is part of an effort by the Metropolitan Transportation Commission (MTC) to identify barriers to mobility and work to overcome them. Using a grassroots approach, the Community-Based Transportation Plan effort has created a collaborative planning process that involves residents in minority and low-income Bay Area communities, community and faith-based organizations that serve them, transit operators, county congestion management agencies and MTC.

Launched in 2002, the Community-Based Transportation Planning Program evolved out of two reports completed in 2001 – the Lifeline Transportation Network Report and the Environmental Justice Report. The Lifeline Report identified travel needs in low-income Bay Area communities and recommended community-based transportation planning as a way for communities to set priorities and evaluate options for filling transportation gaps. Likewise, the Environmental Justice Report identified the need for MTC to support local planning efforts in low-income communities throughout the region.

The outcome of each MTC-sponsored planning process is a community-based transportation plan that includes locally-identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- Emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- Foster collaboration between local residents, community-based organizations, transit operators, CMAAs and MTC;
- Build community capacity by involving community-based organizations in the planning process

Following the success of the Community-Based Transportation Plan Program pilot projects in 2004, the Program was expanded to a total of twenty-five low-income Bay Area neighborhoods including the Canal Neighborhood of San Rafael. San Rafael General Plan 2020, as shown in Figure 1, identifies the Canal Neighborhood as the area south of the San Rafael Canal and east of Highway 101 including both residential land uses and nonresidential development which accounts for 15% of the City's jobs. In addition, the Neighborhood houses more people than any other part of San Rafael. The residential area is bounded by San Rafael Canal to the north, Bellam Blvd. to the south, Highway 101, and I-580 to the east. This portion of the Canal Neighborhood will be the focus, or study area, of this planning effort.

This Existing Conditions report describes the character of the Canal Neighborhood in terms of socio-economic and demographic factors. In addition, the report provides an overview of the existing transportation network of the neighborhood and describes how the population travels to work, school and other places. A summary of relevant planning studies is also included.

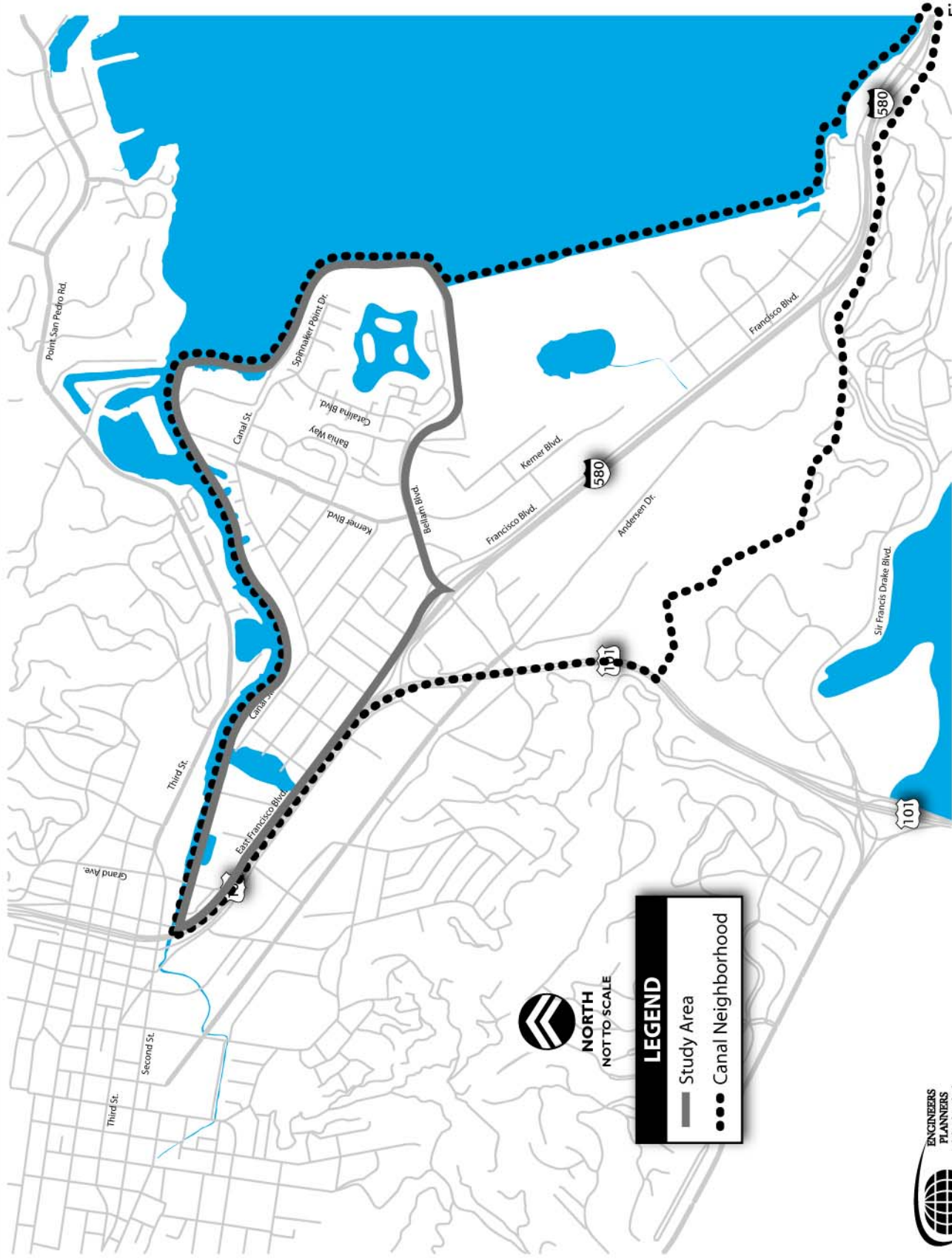


Figure 1  
STUDY AREA

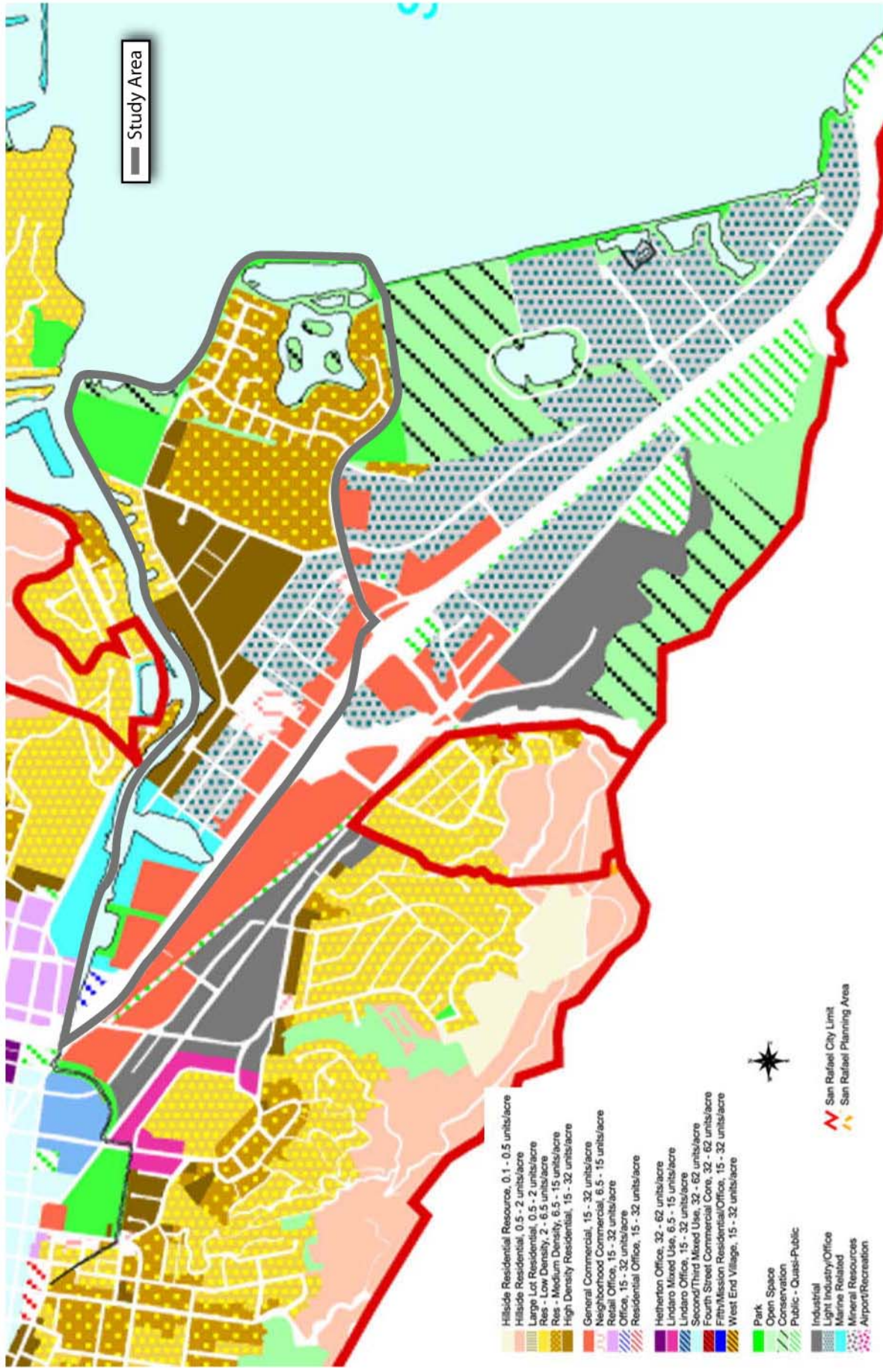
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## Key Findings

Through the existing conditions analysis, it was possible to paint a picture of what it is like to live, work and travel in the Canal Neighborhood. The following key findings were compiled from review of general community characteristics, socio-economic demographics, and previous plans and studies.

- The Canal Neighborhood is physically isolated by the Canal waterway, and highways 101 and 580 from other parts of San Rafael.
- Shopping, education and services available within the Canal Neighborhood are limited and travel to other locations in San Rafael is constrained by poor bicycle, pedestrian and, to some extent, motor vehicle connections.
- Canal residents make up 20 percent of San Rafael's population, are predominately immigrants, and typically speak a home language other than English.
- Compared with San Rafael and Marin County, Canal residents are younger, the household sizes are larger, and the household incomes are smaller.
- Housing units in the Canal are largely renter-occupied and the population is more transient than in other parts of San Rafael and Marin County.
- Canal residents own fewer cars and ride transit more frequently than other residents in San Rafael and Marin County.
- Bus routes 35 and 36 are the most heavily used routes in Marin County.
- In previous outreach efforts, the community said that better connections are needed to other parts of San Rafael, that the bus service should be improved, and that it should be safer to walk and ride a bike in the neighborhood.
- In addition to the Canal Neighborhood Community-Based Transportation Plan, the Transportation Authority of Marin is planning for bus service improvements in the neighborhood to be implemented in 2006, and the City of San Rafael will begin construction on major streetscape improvements on Medway between Francisco Blvd. East and Canal Street.





Source: City of San Rafael General Plan 2020

Figure 2  
LAND USE IN THE CANAL NEIGHBORHOOD  
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## COMMUNITY PROFILE

### Land Use

The plan's study area is predominately residential. Residential uses in the Canal Neighborhood are located primarily in the northern portion of the neighborhood and are comprised of large apartment buildings, condominium complexes, townhomes, and duplexes as well as single-family home development. The Canal Neighborhood houses more people than any other neighborhood in San Rafael, and is one of the City's most densely populated communities. Industrial and light-industrial/office land uses are located in the southern portion of the Neighborhood south of Bellam Blvd. General commercial can be found along Highway 101 and I-580. The neighborhood provides approximately 15% of the City's jobs and is a major location for auto-related, manufacturing, and building services land uses within the City. A map of land use in the Canal Neighborhood is included in Figure 2.

The neighborhood has outstanding natural features including the San Rafael Canal, for which the neighborhood is named. The Canal waterway reaches from San Rafael Bay to Downtown San Rafael and forms the northern edge of the neighborhood. Other natural features are the two-mile long Jean and John Starkweather Shoreline Park along the bayfront featuring a segment of the Bay Trail, regionally important wetlands, and the San Quentin Ridge hillside. Parks and schools include Pickleweed Park and Bahia Vista Elementary School. The Pickleweed Park Community Center is currently being expanded and renovated. When completed, it will include a library and learning center, gymnasium, computer lab, art room, teen room, additional classrooms, café, lounge and outdoor plazas. The Bahia Vista Elementary School is also under reconstruction and is due for completion in 2006. Currently, these students attend other schools.

There are very few vacant sites in the Canal Neighborhood, and most new investment in the community is through remodeling or redevelopment. Upcoming projects in the neighborhood include:

- Leasing of light industrial/office space at the former ILM buildings: ongoing.
- Pickleweed Community Center expansion: under construction.
- Extended Stay Hotel, 1775 Francisco Blvd. East: construction to begin 2006.
- New Marin Dodge facility, Francisco Blvd. East: demolition completed, construction to begin 2006.
- Faskin offices, Morphew: construction pending.
- Toyota Marin remodel, Francisco Blvd: application under review.
- Marin Square, mixed-use housing/retail building to replace office building: application under review.
- Marin Community Clinic, relocation to Canal Neighborhood: pending, possibly in 2006.

### Destinations

Currently, Canal Neighborhood residents frequently travel to destinations within and surrounding the Canal as shown on Figure 3. These include the schools attended by Canal students, recreation facilities, shopping areas, medical facilities and government offices and services in Downtown San Rafael and County Center.



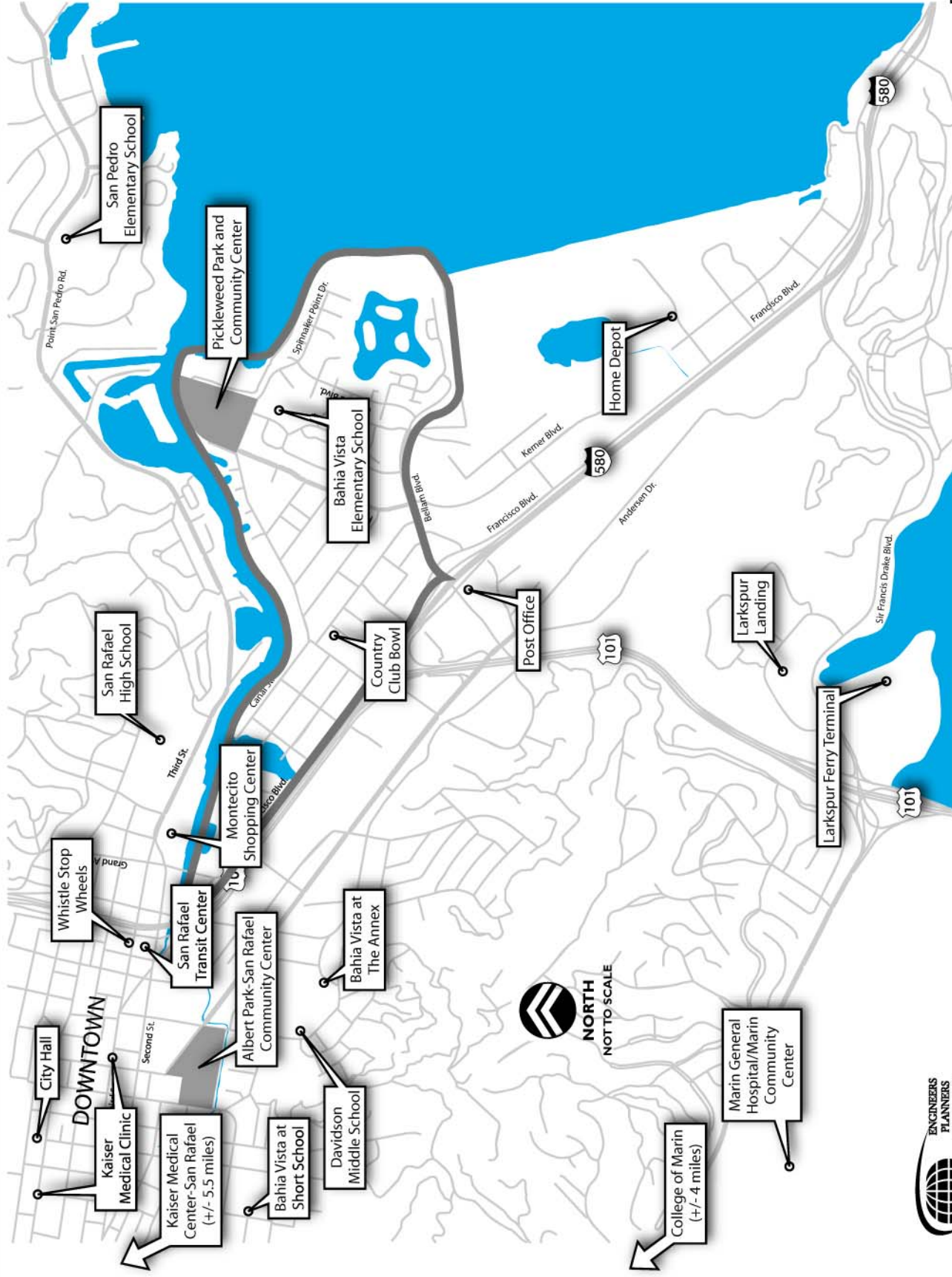


Figure 3  
NEIGHBORHOOD  
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## Socio-Economic Characteristics

The Canal Neighborhood is contained entirely within Census Tract 1122 in the City of San Rafael. As such, it is possible to provide a socio-economic picture of the population based upon Census 2000 data. This analysis includes description of age, ethnic, economic, employment and travel characteristics of the community with comparison of the Canal Neighborhood demographics to those of both the City of San Rafael and Marin County.

### Population

As shown below in Table 1, the Canal Neighborhood contains a significant portion of the population of San Rafael, which is the largest city in Marin County. This population is primarily located within the study area of the Neighborhood located north of Bellam Blvd. as illustrated in Figure 4. As expected, population distribution is closely correlated to the land use patterns described in Figure 2. Of the total population, there are a higher percentage of males in the Canal Neighborhood than found in San Rafael and Marin County.

### Ethnicity and Language

Tables 2 and 3 describe the racial and ethnic character of population in the Canal Neighborhood in comparison to San Rafael and Marin County populations as a whole. As demonstrated in Table 2 below, the Canal Neighborhood has a significant Hispanic population (70%) in comparison to the population of San Rafael and Marin County.

For the languages spoken at home (Table 4), Spanish is the most prevalent (67%) while more than half of the population speaks English less than “very well.”

Table 1: Population

	Canal Neighborhood	San Rafael	Marin County
Total Population	11,679	56,063	247,289
Percent of San Rafael	21%		
Percent of Marin County	5%	23%	
Percent Male	56%	49%	49%

Source: U.S. Census Bureau, Census 2000 Summary File 1

Table 2: Population by Race

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
One race	10,829	92%	53,525	96%	238,710	96%
White	5,077	44%	42,472	76%	207,800	84%
Black or African American	393	3%	1,257	2%	7,142	3%
American Indian and Alaska Native	144	1%	312	1%	1,061	<1%
Asian	977	8%	3,133	6%	11,203	5%
Vietnamese	605	5%	766	1%	1,257	1%
Other Asian	228	2%	304	1%	956	<1%
Native Hawaiian and Other Pacific Islander	11	<1%	95	<1%	388	<1%
Some other race	4,227	36%	6,256	11%	11,116	5%
Two or more races	850	7%	2,538	5%	8,579	4%

Source: U.S. Census Bureau, Census 2000 Summary File 1

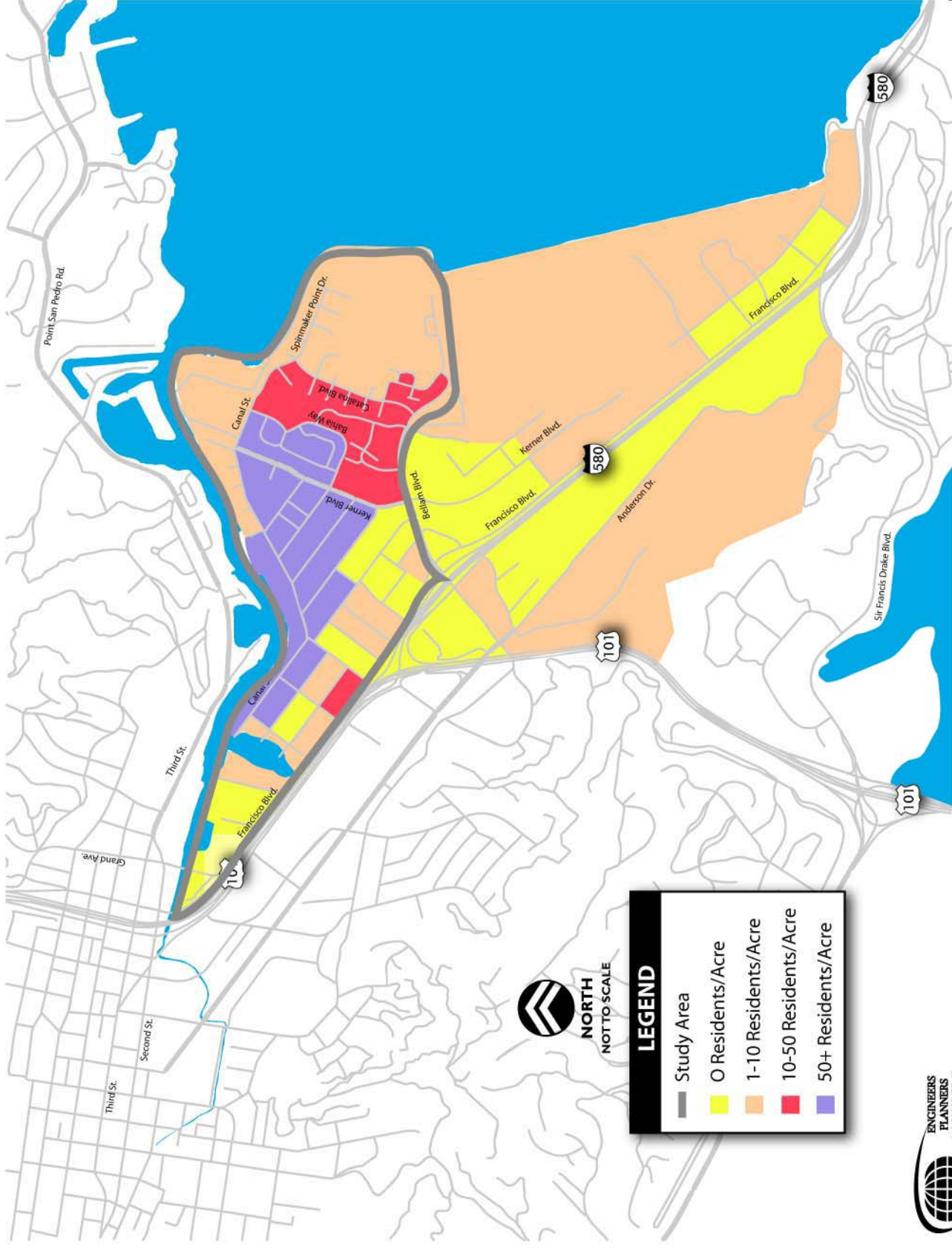


Figure 4  
POPULATION DENSITY IN THE CANAL NEIGHBORHOOD  
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**Table 3: Hispanic Population**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
Hispanic or Latino (of any race)	8,192	70%	13,070	23%	27,351	11%
Not Hispanic or Latino	3,487	30%	42,993	77%	219,938	89%

Source: U.S. Census Bureau, Census 2000 Summary File 1

**Table 4: Language Spoken at Home**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	52,799	100%	234,008	100%
English only	2,324	22%	35,417	67%	188,413	81%
Language other than English	8,224	78%	17,382	33%	45,595	19%
Speak English less than "very well"	6,624	63%	10,273	19%	19,835	8%
Spanish	7,105	67%	11,176	21%	22,287	10%
Speak English less than "very well"	5,940	56%	7,993	15%	12,920	6%
Other Indo-European languages	271	3%	3,617	7%	15,281	7%
Speak English less than "very well"	188	2%	1,143	2%	3,665	2%
Asian and Pacific Island languages	767	7%	2,229	4%	6,754	3%
Speak English less than "very well"	473	4%	1,080	2%	2,997	1%

Source: U.S. Census Bureau, Census 2000 Summary File 1

***Place of Birth and Residence***

Table 5 below shows a higher rate of transiency for Canal residents compared with residents in the rest of the County. Over 60% of Canal residents were born in another country, with nearly 22% immigrating to the United States since 1995. The neighborhood is an entry point for people coming to Marin County, and serves as home while they find work and another place to live.

**Table 5: Place of Birth and Residence in 1995**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,132	100%	247,289	100%
Native born	4,227	36%	40,386	72%	206,129	83%
Born in state of residence	3,085	26%	23,341	42%	119,098	48%
Foreign born	7,452	64%	15,746	28%	41,160	17%

Source: U.S. Census Bureau, Census 2000 Summary File 3.

The following table (Table 6) shows that most (76.7%) Canal residents have been in California for at least five years. However, as the next table demonstrates, Canal residents move more often than other people in San Rafael or Marin County. This reflects, in part, the difficulty of finding and keeping an affordable and desirable place to live in the Canal, and the ability of residents to move on to better jobs and/or housing. The transiency also marks an added cost for households, as each move can be expensive and stressful. It should be noted that, compared with the 1990 census, the percentage of Canal residents who stayed in the same home in the previous five years increased from 26.6% in 1985, up to 38.6% in 1995, reflecting an increased percentage of residents staying in the neighborhood as shown in Table 7.

Table 6: Place of Residence in 1995

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	52,799	100%	234,008	100%
Same house in 1995	4,072	39%	26,772	51%	128,347	55%
Different house in the United States in 1995	4,177	40%	21,854	41%	96,089	41%
Same county	3,061	29%	12,913	25%	51,146	22%
Different county in California	958	9%	6,515	12%	31,408	13%
Different state	158	2%	2,426	5%	13,535	6%
Lived Outside United States in 1995	2,299	22%	4,173	8%	9,572	4%

Source: U.S. Census Bureau, Census 2000 Summary File 3.

Table 7: Canal Residents Place of Residence in 1985

	Canal Neighborhood	
	Total	%
Population 5 years and over	7,222	100%
Same house in 1985	1,916	27%
Same county	2,051	29%
Different county in California	862	12%
Different state	642	9%
Lived Outside United States in 1985	1,751	24%

Source: U.S. Census Bureau, Census 1990 Summary File 3.

**Age**

The Canal Neighborhood has a higher percentage of children, youth and young adults than either the City or County, with almost twice the percentage of the population between 15 to 24 years. Conversely, the percentage of seniors in the Canal is approximately one-third of that found in the rest of Marin County.

**Table 8: Age Distribution**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total population	11,679	100%	56,063	100%	247,289	100%
Under 5 years	1,092	9%	3,271	6%	13,396	5%
5 to 14 years	1,622	14%	5,961	11%	28,694	12%
15 to 24 years	2,346	20%	6,227	11%	21,710	9%
25 to 64 years	6,207	53%	32,549	58%	150,057	61%
65 years and over	412	4%	8,055	14%	33,432	14%
21 years and over	7,744	66%	43,285	77%	191,291	77%
62 years and over	533	5%	9,297	17%	39,586	16%

Source: U.S. Census Bureau, Census 2000 Summary File 1

**Disability Profile**

Table 9 presents the profile of the disability status of the population of the Canal Neighborhood in relationship to San Rafael and Marin County. The percentage of disabled population 5 years and over in the Canal Neighborhood is more than twice that found in the County as a whole. This higher percentage of disabled population is primarily found within the 16 to 64 year age group. However, those with a disability in the Canal Neighborhood are more likely to travel outside the home than a disabled person living in other portions of the County but are less likely to be employed.

**Table 9: Disability Status of the Civilian Non-Institutional Population**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 5 years and over	10,548	100%	51,682	100%	225,316	100%
With a disability	3,544	34%	10,364	20%	34,758	15%
Population 5 to 15 years	1,746	100%	6,407	100%	31,315	100%
With a disability	91	5%	309	5%	1,213	4%
Population 16 to 64 years	8,404	100%	38,141	100%	162,318	100%
With a disability	3,268	39%	7,522	20%	23,637	15%
Going outside the home	2,270	27%	3,407	9%	7,960	5%
Employment disability	2,473	29%	5,549	15%	16,516	10%
Population 65 years and over	398	100%	7,134	100%	31,683	100%
With a disability	185	46%	2,533	36%	9,908	31%
Going outside the home	86	22%	1,252	18%	4,618	15%
Population 21 to 64 years with a disability	2,832	100%	6,857	100%	22,162	100%
Employed	1,121	40%	3,764	55%	14,206	64%
Population 21 to 64 years no disability	4,590	100%	28,438	100%	129,327	100%
Employed	2,942	64%	22,722	80%	103,850	80%

Source: U.S. Census Bureau, Census 2000 Summary File 4.

**Households**

As shown below in Table 10, the Canal Neighborhood has a significant larger average household size (more than 50% larger) than that found in the rest of San Rafael and the County. In addition, family sizes are larger with almost 4 people per family compared to the 3-person families typical for Marin County. Households in the Canal are also much more likely to be family households with children.

**Table 10: Households by Type**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total households	2,997	100%	22,371	100%	100,650	100%
Family households	2,103	70%	12,776	57%	60,679	60%
With own children under 18 years	1,368	46%	5,780	26%	27,662	28%
Married-couple family	1,384	46%	9,901	44%	48,709	48%
With own children under 18 years	932	31%	4,261	19%	21,038	21%
Female householder, no husband present	466	16%	2,011	9%	8,580	9%
With own children under 18 years	322	11%	1,156	5%	4,922	5%
Nonfamily households	894	30%	9,595	43%	39,971	40%
Householder living alone	597	20%	7,187	32%	30,041	30%
Households with individuals under 18 years	1,542	52%	6,242	28%	29,130	29%
Households with individuals 65 years and over	339	11%	5,453	24%	23,614	24%
Average household size	3.85	---	2.42	---	2.34	---
Average family size	3.93	---	2.99	---	2.9	---

Source: U.S. Census Bureau, Census 2000 Summary File 1

The US Census defines “subfamily” as a married couple (with or without children) or a single parent with one or more never-married children under the age of 18, residing with and related to the householder, but not including the householder or the householder's spouse. The Canal neighborhood has a higher percentage of households where ‘subfamilies’ live together, reflecting both a culture supportive of extended households and the high cost of housing.

**Table 11: Households by Number of Subfamilies, 2000**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total households	2,978	100%	22,378	100%	100,736	100%
No subfamilies	2,782	93%	22,020	98%	99,600	99%
1 subfamily	181	6%	326	2%	1,074	1%
2 subfamilies	15	1%	32	0%	62	0%

Source: Census 2000. Summary File 3. PCT6 Households by Number of Subfamilies

**Employment**

In the census 2000, within the population 16 years and older, a lower percentage of Canal Neighborhood residents was counted as part of the labor force, compared with the rest of Marin County. Of population contained within the labor force, the Canal Neighborhood has a slightly higher rate of reported unemployment than that found in the City or County.

The US Census defines 'employed' as: All civilians 16 years old and over who were either (1) "at work" – those who did any work at all during the reference week (the full calendar week, Sunday through Saturday, prior to completing the census questionnaire) as paid employees, worked in their own business or profession, or worked 15 hours or more as unpaid workers on a family farm or in a family business; or (2) were "with a job but not at work" – those who did not work during the reference week, but who had jobs or businesses from which they were temporarily absent because of illness, bad weather, industrial dispute, vacation, or other personal reasons. The US Census notes that people who had irregular, casual, or unstructured jobs during the reference week may have reported themselves as not working, and that the data on the work understate the number of jobs.

**Table 12: Employment Status**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Population 16 years and over	8,802	100%	46,392	100%	202,668	100%
In labor force	5,166	59%	30,190	65%	133,052	66%
Employed	4,702	53%	29,076	63%	128,855	64%
Unemployed	464	5%	1,114	2%	3,950	2%
Not in labor force	3,636	41%	16,202	35%	69,616	34%

Source: Census 2000 Summary File 3

The following table (Table 13) shows that the principal occupations of Canal residents are in the food service, landscaping and building maintenance, and construction trades meeting the County's employment demand by restaurants, cleaning services, and construction companies. For example, Canal residents provide a substantial percentage (23%) of all Marin County's "building and grounds cleaning and maintenance occupations."

**Table 13: Occupations, 2000**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Employed civilian population 16 years and over	4,702	100%	29,076	100%	128,855	100%
Management, professional, and related occupations	843	18%	13,102	45%	67,674	53%
Service occupations	1,845	39%	4,842	17%	15,446	12%
Food preparation and serving related occupations	654	14%	1,601	6%	4,434	3%
Building and grounds cleaning and maintenance occupations	898	19%	1,682	6%	3,896	3%
Sales and office occupations	745	16%	7,319	25%	31,867	25%
Construction, extraction, and maintenance occupations	737	16%	2,068	7%	7,706	6%
Production, transportation, and material moving occupations	532	11%	1,730	6%	5,788	5%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix P50.

***Income and Poverty Level***

As shown below in Tables 14 and 15, Canal residents have lower reported household incomes and higher poverty levels than either San Rafael or Marin County. The median income for the Canal Neighborhood is \$40,685 compared to \$60,994 and \$71,306 for San Rafael and the County, respectively. Of households in the Canal Neighborhood, 21% are below poverty level; the City of San Rafael has a poverty level of households at 10% while the County's poverty level is 7% of households.

**Table 14: 1999 Income by Household**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Households	2,978	100%	22,378	100%	100,736	100%
Less than \$10,000	261	9%	1,491	7%	4,884	5%
\$10,000 to \$19,999	387	13%	1,586	7%	6,296	6%
\$20,000 to \$29,999	421	14%	2,207	10%	7,219	7%
\$30,000 to \$39,999	397	13%	1,883	8%	7,989	8%
\$40,000 to \$49,999	286	10%	2,020	9%	7,827	8%
\$50,000 to \$74,999	607	20%	4,005	18%	18,240	18%
\$75,000 to \$99,999	279	9%	2,949	13%	12,947	13%
\$100,000 to \$149,999	205	7%	3,157	14%	16,128	16%
\$150,000 to \$199,999	37	1%	1,350	6%	7,049	7%
\$200,000 or more	98	3%	1,730	8%	12,157	12%
Median income (dollars)	\$40,685		\$60,994		\$71,306	

Source: U.S. Census Bureau, Census 2000 Summary File 3

**Table 15: Households below Poverty Level**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Households:	11,602	100%	54,606	100%	237,535	100%
Income in 1999 below poverty level	2,435	21%	5,587	10%	15,601	7%

Source: U.S. Census Bureau, Census 2000 Summary File 3

***Household Tenure and Costs***

Table 16 below shows that nearly three-quarters of the units in the Canal are rental compared to the one-half and one-third for San Rafael and Marin, respectively. Rental units tend to have a high turnover as residents move on to better jobs or housing, or purchase a home. An overwhelming 86% of Canal units were moved into between 1990 and 2000. In contrast, residents in San Rafael and Marin County as a whole have lived in their homes for longer periods with 10% of these residents having moved into their current homes in 1969 or earlier.

**Table 16: Tenure by Year Resident Moved into Owner-Occupied or Rental Unit**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total Housing Units	2,997	100%	22,401	100%	100,650	100%
Owner occupied:	793	27%	12,009	54%	64,018	64%
Moved in 1990 to March 2000	606	20%	5,995	27%	29,851	30%
Moved in 1970 to 1989	187	6%	4,049	18%	24,576	24%
Moved in 1969 or earlier	0	0%	1,965	9%	9,591	10%
Renter occupied:	2,204	74%	10,392	46%	36,632	36%
Moved in 1990 to March 2000	1,978	66%	9,266	41%	32,062	32%
Moved in 1970 to 1989	226	8%	1,074	5%	4,239	4%
Moved in 1969 or earlier	0	0%	52	0%	331	0%

Source: U.S. Census Bureau, Census 2000, Summary File 3.

Another indication of household income is the ability to afford housing. Households that pay less than 30% of their monthly income for housing are considered to have 'affordable' housing; households that pay 30% or more for housing are 'overpaying' for housing. The data below in Table 17, shows that a higher percentage of Canal households pay 30% or more of their monthly income for housing as compared to residents in the rest of San Rafael and Marin County. In fact, over a quarter of rental households in the Canal pay over 50 percent of their monthly income for an apartment. The situation is even more difficult for residents buying a home.

**Table 17: Gross Rent as a Percentage of Household Income in 1999**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Specified renter-occupied housing units	2,204	100%	10,348	100%	36,221	100%
30 percent or more	1164	53%	4802	46%	15754	43%
50 percent or more	586	27%	2,263	22%	7,212	20%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices H69, H70, and H73.

As noted above, only one-quarter of the housing in the Canal is owner-occupied. But the high cost of housing is the same for home-owners as well as renters, as nearly half are overpaying for their housing, compared with much smaller percentages in San Rafael and Marin County.

**Table 18: Monthly Owner Costs as a Percentage of Household Income in 1999**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Specified owner-occupied housing units	555	100%	10,348	100%	36,221	100%
30 percent or more	256	46%	2,905	30%	17,927	33%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrix H97.

## TRANSPORTATION

### Travel to Work

Tables 19 and 20 describe where Canal residents work and how they travel to work. Almost 40% of Canal residents work within San Rafael; twice that number commute within Marin County. The US Census asked that people who used different means of transportation on different days of the week specify the one they used most often, that is, the greatest number of days. People who used more than one means of transportation to get to work each day were asked to report the one used for the longest distance during the work trip. Thus, the following information does not include workers who have commutes involving more than one method, such as walking or bicycling to meet a carpool or catch a bus.

Although a high percentage (44%) of Canal workers drove alone, this percentage is much lower than the 64% and 65% occurring in San Rafael and Marin County, respectively. In the Canal Neighborhood, the use of public transit and walking is almost twice that of the same modes in San Rafael and Marin County. In part, the popularity of carpooling, transit, walking and bicycling in the Canal Neighborhood can be correlated to the vehicle availability of households. As shown in Table 21, the percentage of households with no car or one car available is significantly higher than households in San Rafael or Marin County.

**Table 19: Place of Work**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Total workers	4,613	100%	28,460	100%	126,646	100%
Worked in San Rafael	1,813	39%	10,576	37%		
Worked in Marin County	3,562	77%	18,893	66%	78,681	62%

Source: U.S. Census Bureau, Census 2000 Summary File 3

**Table 20: Travel Mode to Work**

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Workers 16 years and over	4,613	100%	28,460	100%	126,646	100%
Car, truck, or van -- drove alone	2,011	44%	18,166	64%	82,898	65%
Car, truck, or van -- carpooled	911	20%	3,353	12%	13,597	11%
Public transportation (including taxi)	1,048	23%	3,519	12%	12,797	10%
Walked	331	7%	904	3%	3,835	3%
Bicycle	90	2%	330	3%	1,223	2%
Other means	126	3%	664	2%	2,392	2%
Worked at home	77	2%	1,854	7%	11,127	9%

Source: U.S. Census Bureau, Census 2000 Summary File 3, Summary File 4.



Table 21: Vehicle Availability of Households

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Households	2,978	100%	22,378	100%	100,736	100%
No car available	447	15%	1,649	7%	5,094	5%
1 car available	1,400	47%	8,779	39%	35,175	35%
2 cars available	820	28%	8,790	39%	42,530	42%
3 or more cars available	330	11%	3,183	14%	17,851	18%

Source: U.S. Census Bureau, Summary File 1 and Summary File 3.

Travel time to work refers to the total number of minutes that it usually took the person to get from home to work each day during the reference week, including time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work. More than a third of workers in the Canal commute between 30 and 60 minutes an hour, and few residents have a commute of less than 20 minutes.

Table 22: Travel Time to Work

	Canal Neighborhood		San Rafael		Marin County	
	Total	%	Total	%	Total	%
Workers 16 years and over who did not work at home	4,536	100%	26,606	100%	115,519	100%
Less than 10 minutes	301	7%	3,124	12%	13,765	12%
10 to 29 minutes	1,865	20%	11,489	43%	43,772	38%
30 to 59 minutes	1,606	41%	7,833	29%	39,317	34%
60 or more minutes	764	17%	4,160	16%	18,665	16%

Source: U.S. Census Bureau, Census 2000 Summary File 3, P31.

## **Roadway Network**

Regional access to the Canal Neighborhood is available via Highway 101 and Interstate 580 freeways. Highway 101 is the primary transportation facility for the San Francisco, Marin and Sonoma County corridor. Interstate 580 provides an east-west connection over the San Rafael-Richmond Bridge to the East Bay. Freeway access is available from Bellam Blvd. in the Canal Neighborhood and from Irwin and Hetherton Streets in Downtown San Rafael.

Local street access to the Canal Neighborhood from the rest of the City is limited by the constraints of San Rafael Canal waterway, Highway 101 and Interstate 580. Vehicle access is available at three locations: East Francisco Blvd./Grand Avenue to the north, Bellam Blvd./Andersen Drive to the west and Francisco Blvd. East (San Quentin Village road, not in City) to the south. Major arterials in the neighborhood include Bellam Blvd., Andersen Blvd., Francisco Blvd. East and Kerner Blvd.

### ***Intersection Level-of-Service and Traffic Volumes***

Information about roadway operations in the Canal Neighborhood is available from various sources in the City including the Department of Public Works and Background Reports for the City of San Rafael General Plan 2020 and General Plan 2020 Draft Environmental Impact Report (EIR). This data, presented in Tables 23-25, includes description of traffic conditions by average daily traffic (ADT) volume, level-of-service (LOS), delay for existing, baseline and Year 2020 General Plan buildout conditions. Average daily traffic (ADT) volumes are the count of vehicles using a roadway during a 24-hour period. Level-of-service (LOS) is a standard method of describing operating conditions based on a comparison of street or intersection volumes to the theoretical capacity of the facility. The six Levels-of-Service, 'A' through 'F', describe conditions from best to worst, respectively and is calculated for AM and PM peak travel periods. Another measure of roadway operation used in the following tables is delay. Delay is the average vehicular delay for all vehicles entering the intersection during the peak hour period. LOS and delay are also described for different operating scenarios. Existing conditions includes the count of actual traffic on the roadway or in the intersection when the counts were conducted. Baseline conditions is based upon existing conditions plus approved but not yet constructed development and/or roadway improvement projects. 2020 conditions include projected traffic conditions with full implementation of Year 2020 General Plan buildout. 2020 may also include LOS and delay descriptions for locations with or without proposed roadway improvements.

Table 23: San Rafael Traffic Count Data at Canal Neighborhood Locations

Location	Month	Year	ADT
Andersen N/O Sir Francis Drake	September	2002	6,883
Andersen S/O Simms St.	April	1999	10,122
Bahia Way N/O Playa Del Rey	February	2002	1,119
Bahia Way S/O Canal	February	2002	1,055
Baypoint Drive N/O Dowitcher	April	2002	99
Bellam E/O Andersen	April	1999	24,314
Bellam E/O Francisco E.	April	1999	28,456
Bellam E/O Kerner	December	2004	8,736
Bellam W/O Kerner	November	2003	23,032
Canal between Larkspur & Novato	September	2004	8,261
Canal N/O Hoag	March	2002	2,602
Canal N/O Hoag	March	2002	2,734
Canal W/O Novato	September	2004	3,902
Castro E/O Francisco E	April	1999	1,287
Catalina N/O Gloucester	March	2002	1,200
Catalina N/O Tern Ct.	October	2000	1,348
Catalina S/O Tern Ct.	March	2002	1,416
Fairfax S/O Canal	April	1999	1,670
Francisco E. between Bay & Harbor	October	2003	20,725
Francisco E. N/O WB 580 on Ramp	April	2005	7,989
Francisco E. S/O Irene	July	2003	10,344
Francisco E S/O Medway	October	2003	16,185
Irene E/O Francisco E	April	1999	7,582
Kerner N/O Bellam	September	2004	11,581
Larkspur S/O Canal	May	1999	2,332
Medway E/O Francisco E.	June	1999	8,414
Medway E/O Front	April	1999	5,859
Novato S/O Canal	May	1999	2,018
Shoreline E/O Francisco E.	April	1999	4,187
Sonoma S/O Canal	April	1999	967

Source: San Rafael Department of Public Works, July 2005.

Table 24: Unsignalized Intersection Delay and Level of Service, Existing and Baseline Conditions

Intersection	Peak	Existing		Baseline	
		Delay	LOS	Delay	LOS
Castro & Francisco E.	AM	1.8	A*	2.9	A*
Castro & Francisco E.	PM	2.9	A*	3.7	A*
Shoreline & Kerner	AM	1.6	A*	1.9	A*
Shoreline & Kerner	PM	3.1	A*	5.1	A*
Bellam & 580 EB	AM	28.2	C	30.9	C
Bellam & 580 EB	PM	39.3	D	48.3	D
Bellam & 580 WB	AM	22.5	C	28.6	C
Bellam & 580 WB	PM	21.8	C	23.1	C
Bellam & Andersen	AM	21.9	C	23.9	C
Bellam & Andersen	PM	22.9	C	26.1	C
Bellam & Francisco E.	AM	18.1	B	19.9	B
Bellam & Francisco E.	PM	22.7	C	25.2	C
Bellam & Kerner	AM	19.3	B	25.7	C
Bellam & Kerner	PM	26.5	C	34.5	C
Irene & Francisco East	AM	7.8	A	7.8	A
Irene & Francisco East	PM	4.7	A	5.5	A
Irene & Kerner	AM	6.1	A	7.1	A
Irene & Kerner	PM	8.3	A	12.6	B
Medway & Francisco East	AM	11.6	B	12	B
Medway & Francisco East	PM	18.6	B	19.8	B
Shoreline & Francisco East	AM	12.3	B	15.2	B
Shoreline & Francisco East	PM	12.9	B	13.2	B

Delay is in seconds per vehicle. LOS is Level of Service.

\* Two-Way Stop controlled intersection. The intersection delay and LOS was calculated based on City's methodology.

Source: San Rafael Department of Public Works, San Rafael General Plan 2020 Draft Environmental Impact Report Background Report, January 2004.

Table 25: Intersections, Baseline, 2020 without Improvements, and 2020 with Improvements

Intersections	Peak	Baseline Status	Baseline Improvements (1)	Base Line		2020 without roadway improvements		2020 with roadway improvements		General Plan 2020 Roadway Improvements (2)
				Delay	LOS	Delay	LOS	Delay	LOS	
101 SB Off & Andersen	AM	Sig.		11.1	B	11.2	B	-	-	Ramp Closed
101 SB Off & Andersen	PM	Sig.		8	A	11.1	B	-	-	Ramp Closed
Bellam & 580 EB	AM	Sig.	Bellam Phase III	30.9	C	43.5	D	20.8	C	Signal Operation Improvement
Bellam & 580 EB	PM	Sig.	Bellam Phase III	48.3	D	63.1	E	24.2	C	Signal Operation Improvement
Bellam & 580 WB	AM	Sig.	Bellam Phase III	28.6	C	38.6	D	11.8	B	Signal Operation Improvement
Bellam & 580 WB	PM	Sig.	Bellam Phase III	23.1	C	26.7	C	16.7	B	Signal Operation Improvement
Bellam & Andersen	AM	Sig.		23.9	C	36.1	D	22.2	C	Signal Operation Improvement (eastbound left and westbound left protect phasing)
Bellam & Andersen	PM	Sig.		26.1	C	34.1	C	29.3	C	Signal Operation Improvement (eastbound left and westbound left protect phasing)
Bellam & Francisco E.	AM	Sig.		19.9	B	22.1	C	21.9	C	Signal Operation Improvement
Bellam & Francisco E.	PM	Sig.		25.2	C	31.8	C	19.5	B	Signal Operation Improvement
Bellam & Kerner	AM	Sig.		25.7	C	31	C	18.6	B	Signal Operation Improvement
Bellam & Kerner	PM	Sig.		34.5	C	50.2	D	29.4	C	Signal Operation Improvement
Castro & Francisco E.	AM	UnSig.		2.9	A*	3.8	A*	3.3	A*	None
Castro & Francisco E.	PM	UnSig.		3.7	A*	6.4	A*	5.3	A*	None
Irene & Francisco E.	Am	Sig.		7.8	A	8	A	10.2	B	Signal Operation Improvement
Irene & Francisco E.	PM	Sig.		5.5	A	7.2	A	3.6	A	Signal Operation Improvement
Irene & Kerner	AM	Sig.		7.1	A	9.5	A	7	A	Signal Operation Improvement
Irene & Kerner	PM	Sig.		12.6	B	24.3	C	14.3	B	Signal Operation Improvement
Medway & Francisco E.	AM	Sig.		12	B	12.4	B	12.2	B	Signal Operation Improvement
Medway & Francisco E.	PM	Sig.		19.8	B	21.6	C	27.4	C	Signal Operation Improvement
Shoreline & Francisco E.	AM	Sig.		15.2	B	17	B	33.1	C	Add Shoreline Under Crossing
Shoreline & Francisco E.	PM	Sig.		13.2	B	18.8	B	43.3	D	Add Shoreline Under Crossing
Shoreline & Kerner	AM	UnSig.		1.9	A*	2.2	A*	6	A	Signalization
Shoreline & Kerner	PM	UnSig.		5.1	A*	10.2	B*	9.2	A	Signalization
Shoreline Under & Andersen	AM	Sig.		-	-	-	-	14	B	New Signal (with Shoreline under crossing)
Shoreline Under & Andersen	PM	Sig.		-	-	-	-	40.9	D	New Signal (with Shoreline under crossing)

(1). Roadway improvements currently programmed and funded.

(2) General Plan 2020 improvements are described in Exhibit IV.2-14, page IV.2-27.

\*Two-Way Stop controlled intersection. The intersection delay and Level of Service was calculated based on city's methodology.

Source: San Rafael General Plan 2020 Draft Environmental Impact Report, February 2004.

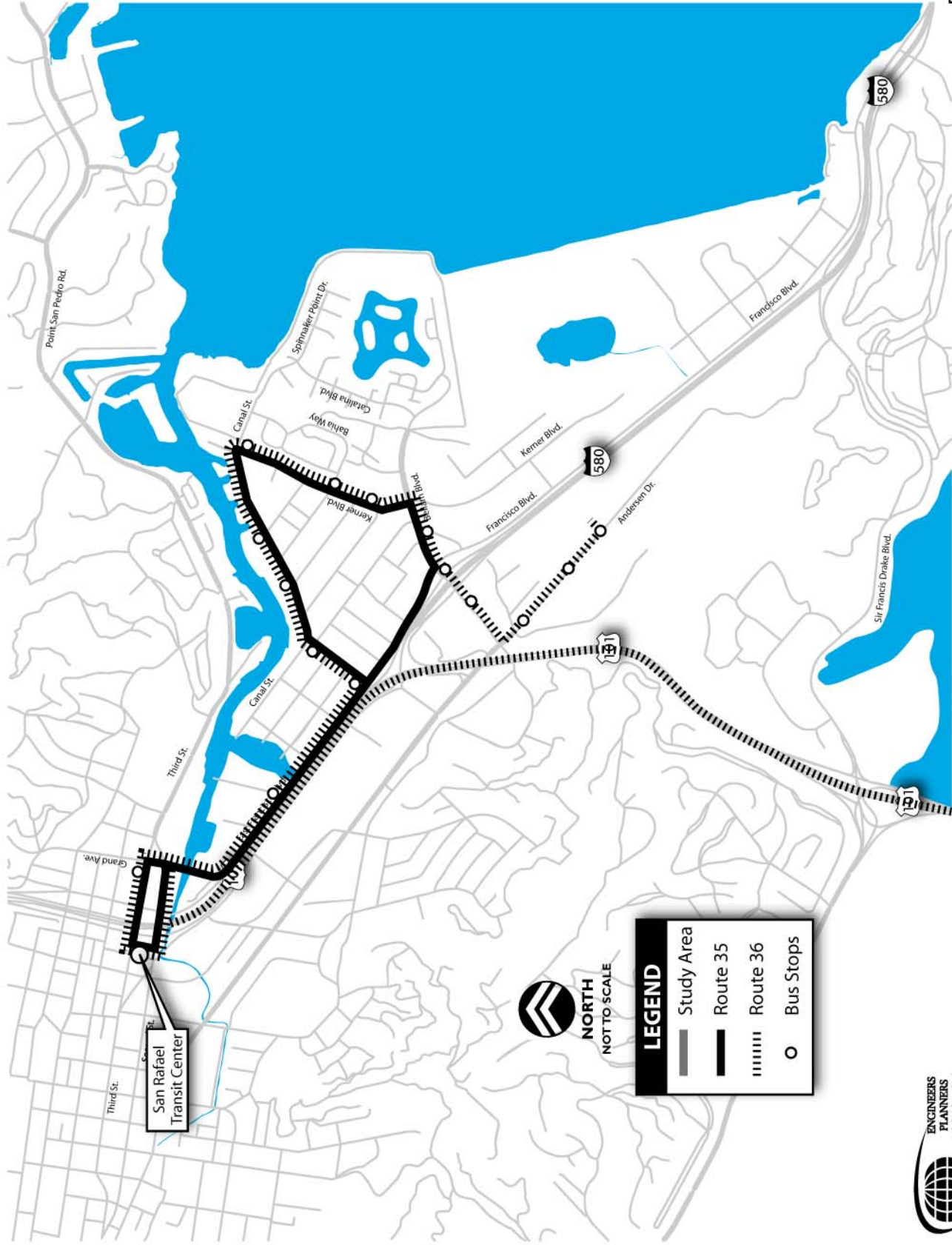


Figure 5  
GOLDEN GATE TRANSIT BUS ROUTES AND STOP LOCATIONS  
534230/BASE - 10/06/05

### ***Traffic Calming***

Traffic calming is a neighborhood traffic management technique to improve traffic safety and the quality of life in residential areas. In 1999, the City of San Rafael instituted two traffic calming techniques that have been implemented in various parts of the city. The first technique is “all-way stop control,” or stop signs installed at an intersection that warrants the all-way stop in order to provide adequate right-of-way information. The second technique is the “speed hump,” or a raised area in the pavement that reduces vehicle speed and discourages cut-through traffic. In the Canal neighborhood, three speed humps have been installed along Catalina Blvd.

### ***Bicycle and Pedestrian Volumes***

Bicycle and pedestrian volume counts were conducted at the following locations.

**Table 26: Bicycle and Pedestrian Counts, San Rafael (1998-2000)**

Intersection	AM		PM	
	Bike	Pedestrian	Bike	Pedestrian
Bellam & Francisco Blvd. East.	18	61	49	97
Bellam & Kerner	14	27	40	48
Canal & Medway	NA	42	NA	106
Medway & Francisco	17	11	28	19

Source: City of San Rafael *General Plan 2020, Background Report*, April 2001.

## **Transit**

Transit service in Marin County is available for both regional and local trips. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or those trips that begin and end within Marin County is the responsibility of the Marin County Transit District (MCTD). MCTD owns 24 vehicles, of which 21 vehicles are used for paratransit and 3 are used for the West Marin Stagecoach service. These vehicles are maintained and operated by the contractor, Whistlestop Wheels. MCTD contracts with other providers, including Golden Gate Transit and Whistlestop Wheels for local bus and paratransit services.

Fixed-route transit service is provided to and from the Canal Neighborhood by Golden Gate Transit (GGT) on Routes 35 and 36. These two routes are basically identical providing connection between the San Rafael Bettini Transportation Center (San Rafael Transit Center) and the neighborhood; GGT Route 36, however, continues further south to Marin City. The Canal Neighborhood factors heavily in the population served by transit in Marin County. In fact, the “typical” existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives in the Canal area, and needs to transfer at least once to get to his or her destination.<sup>1</sup> GGT Routes 35 and 36 are shown in Figure 5 including the location of bus stops.

The San Rafael Transit Center is a transit hub, providing coordinated/timed bus connections to local bus routes within Marin County, regional bus service to San Francisco, Sonoma and Contra Costa Counties including commuter service, airporter service to both San Francisco and Oakland Airports, taxi service, Marin County Health and Human Services County Shuttle Connection and limited bicycle parking.

Paratransit service is available from Whistlestop Wheels.

<sup>1</sup> Marin County Congestion Management Agency, *Marin Bus Transit Futures: Improving Local Transit Choices*, February 2001.

### **Route 35**

GGT Route 35 provides an important link between the Canal Neighborhood and the San Rafael Transit Center where transfers can be made to other local and/or regional routes within the Golden Gate Transit Service Area. Route 35 provides service 7 days a week at approximately 30-minute headways. Service hours and bus frequencies are essentially the same for both weekdays and weekends with service from approximately 5 AM to 11 PM. Route 35 is designated as one of the transit routes that comprise the Lifeline Transportation Network by the Metropolitan Transportation Commission (MTC). The Lifeline Transportation Network<sup>2</sup> was defined as part of the 2001 update of the Regional Transportation Plan to identify which public transit services are most vital to disadvantaged neighborhoods. Route 35 was selected because it serves a cluster of households participating in the CalWORKs Program for moving people from welfare to work. In addition, Route 35 serves as trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways.

Background surveys for the Marin County Transit District Short-Range Transit Plan<sup>3</sup> provide significant detail about route operation and rider demographics. The analysis shows that for GGT Route 35:

- GGT Route 35 is the most heavily used route in Marin County;
- Riders come from all segments of the population but are less likely to be students than working age adults;
- Riders have the lowest incomes in the system;
- Most riders use the system very frequently;
- Respondents used the Spanish language survey more than any other route;
- Riders have the lowest proportion of auto ownership compared to riders on other routes;
- Boardings/alightings are distributed throughout the Canal loop;
- Scheduling problems are more the result of early operation rather than delays in service;
- There is little difference between weekday and weekend demand; and
- Route 35 is heavily reliant on transfers at the San Rafael Transit Center.

### **Route 36**

GGT Route 36 operates primarily during peak hours extending the coverage of Route 35 to include Marin City. Route 36 is intended to supplement Route 35 service by providing extra frequency during peak times between the Canal Neighborhood and San Rafael Transit Center. During operation, it provides Canal residents with a faster routing to destinations to the south. When Route 36 is not operating, these same trips can be made using Route 35 with a transfer in San Rafael. Route 36 operates during approximately the same service hours and frequency on the weekends as it does during weekdays. Findings of the *MCTD Short-Range Transit Plan* concerning route operation and rider demographics for GGT Route 36 include:

- GGT Route 36 is among the most productive lines in the system with 36 boardings per hour;
- Ridership is dominated by working age adults employed full to part-time;
- Riders have among the lowest incomes in the system;
- Most riders use the system very frequently;

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<sup>2</sup> Metropolitan Transportation Commission, *Lifeline Transportation Network Report*, December 2001.

<sup>3</sup> Marin County Transit District, *Short Range Transit Plan - Line by Line Analysis*, May 2005.



- Riders were more likely than average to use the Spanish language survey; and
- More than half of riders live in a zero-car household and the majority indicated they did not have a car available for this particular trip.

### ***Paratransit***

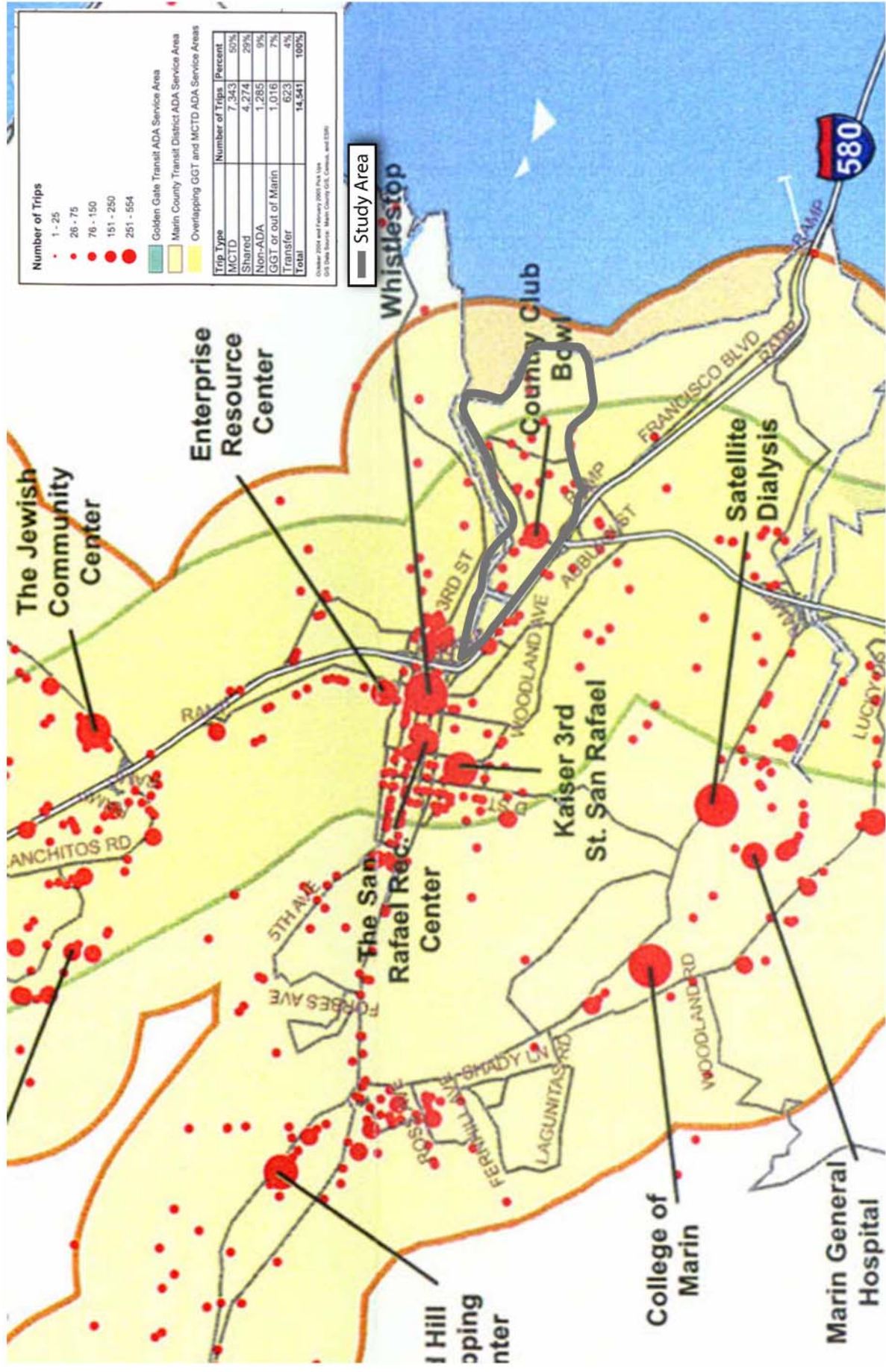
Paratransit service in the Canal Neighborhood is provided by Whistlestop Wheels which offers door-to-door service to individuals in Marin County who meet the eligibility requirements for service under the American's With Disabilities Act (ADA). Whistlestop Wheels service exceeds the mandated ADA requirements in respect to service area and hours, fare, reservations and providing assistance between the vehicle and front door of the origin/destination. Paratransit trip origins within the Canal Neighborhood are shown on Figure 6; non-ADA paratransit trip origins (trips not mandated by ADA but still provided by Whistlestop Wheels) are included on Figure 7.

### **Pedestrian Facilities**

In the Canal Neighborhood, there are some locations where sidewalks abruptly end, sidewalks are available on only one side of the street, effective sidewalk width is constrained by poles, street furniture or other obstructions and sidewalks/ramps do not meet ADA requirements. Locations needing pedestrian improvements within the Canal study area were identified in the San Rafael Bicycle and Pedestrian Master Plan and are shown on Figure 8. These locations include:

1. East Francisco Blvd. - Narrow, incomplete, broken and heavily used sidewalks situated next to a busy street with no parking.
2. US 101 at Medway Road - The freeway is a barrier to pedestrians who sometimes run across 6 lanes of traffic to cross the freeway.
3. Canal Waterway - the canal separates bikes and pedestrians from San Rafael High School, Montecito Shopping Center and Downtown, and forces them to use busy Francisco Blvd. East.
4. Larkspur Street from Kerner to Canal - There are many pedestrians; uncut bushes obstruct the sidewalk; and only a few cross walk exist.
5. Medway and Canal from Francisco Blvd. East to Novato Street - Narrow street, fast traffic, parked cars, no crosswalks.
6. Belvedere at Alto/Tiburon streets intersection - No crosswalk. This is an oddly-shaped intersection with lots of cars, bikes, and pedestrians.
7. Bellam and Andersen Drive Intersection - Very busy intersection.
8. Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) - There is a bus stop sign, but no shelter or bus pad here. There is a small business center here and this stop is a link to the Richmond Bridge and Sir Francis Drake Blvd. Sidewalk ends at Bay Park.
9. East Francisco from Pelican Way to the end - No sidewalk.

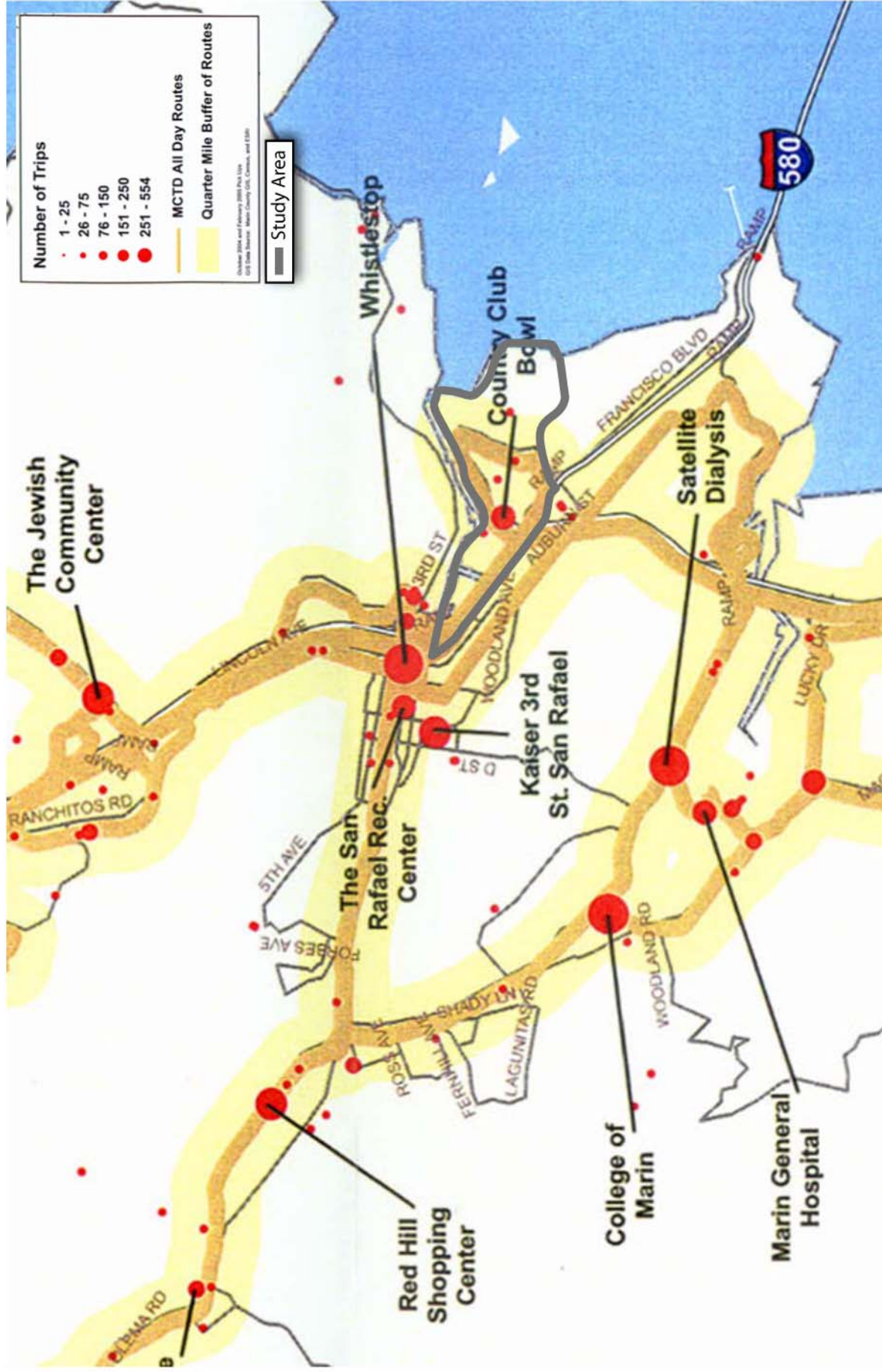
Future pedestrian improvement projects in the study area are included in the discussion of the Bicycle and Pedestrian Plan below.



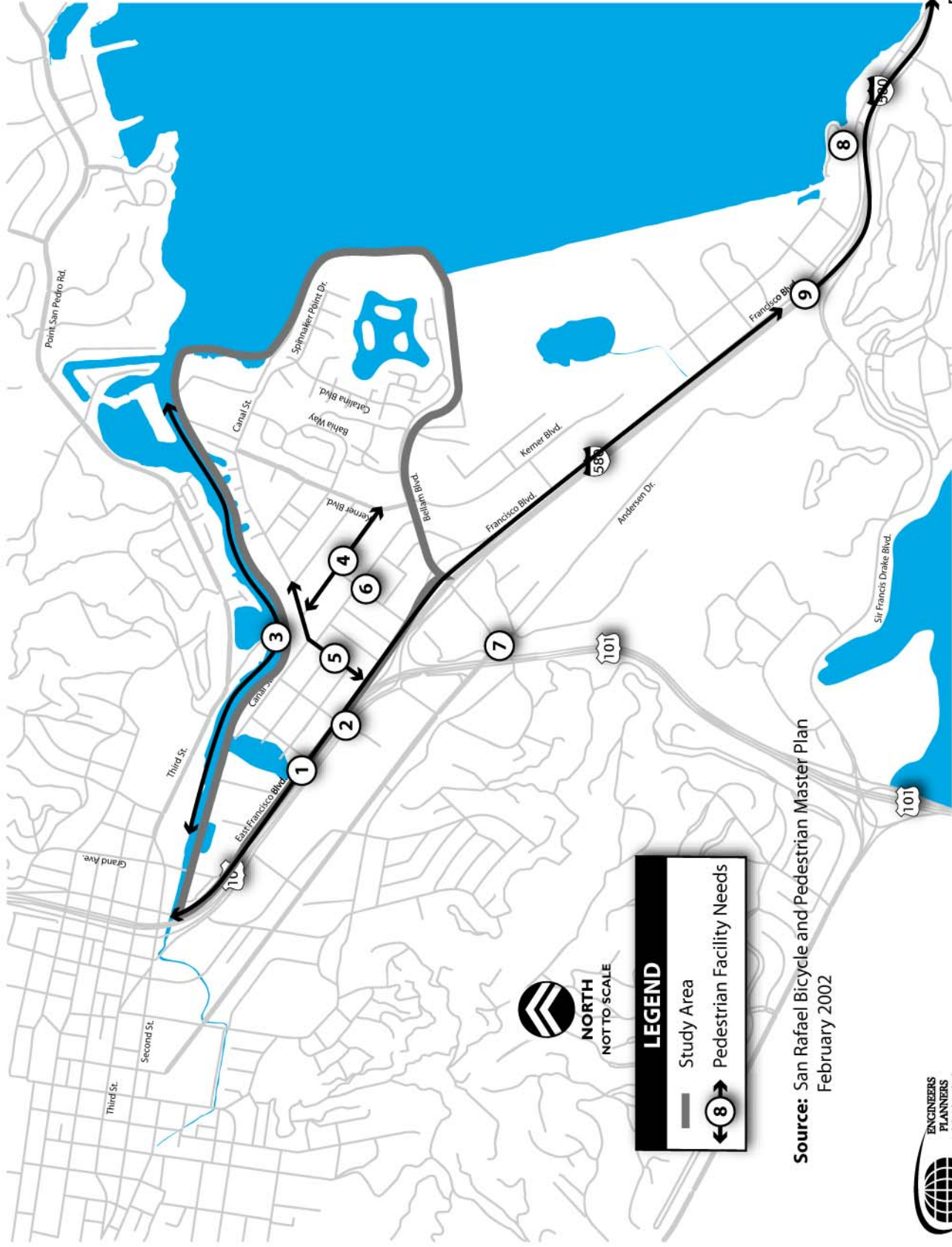
Source: Marin County Transit District  
Short-Range Transit Plan-System  
Level Analysis, May 2005

Figure 6  
**PARATRANSIT TRIP ORIGINS**  
534230/BASE - 10/06/05





Source: Marin County Transit District  
Short-Range Transit Plan-System  
Level Analysis, May 2005



Source: San Rafael Bicycle and Pedestrian Master Plan  
February 2002

**Figure 8**  
**EXISTING PEDESTRIAN FACILITY NEEDS**  
534230/BASE - 10/06/05

## Bicycle Facilities

The City of San Rafael has approximately 6.6 miles of bikeway facilities including 2.7 miles of Class 1 bike paths (off-street) and 3.9 miles of Class 2 bike lanes (striped on-street)<sup>4</sup>. There are currently no Class 3 bike routes (signed on-street) in the City. Existing bicycle facilities in the Canal study area are shown in Figure 9, and include:

- Baypoint Pathway: Class 1 bike path from Bellam Blvd./Playa Del Rey intersection to Spinnaker Point Drive – 0.4 miles.
- Shoreline Park Path and Bay Trail: Class 1 bike path from Pickleweed Park south to Francisco Blvd. near Grange Way – 1.0 mile paved; 0.9 miles unimproved.
- Andersen Drive: Class 2 bike lanes on Andersen Drive from Lindaro Street to Sir Francis Drake Blvd. – 2 miles.
- Bellam Blvd.: Class 2 bike lanes on Bellam Blvd. from 24 Bellam Blvd. to Andersen Drive – 0.1 miles.
- Bellam/Playa Del Rey: Class 2 bike lanes on Baypoint Village Drive from Playa Del Rey to Baypoint Drive – 0.1 miles.

Future bikeway improvement projects for the study area are included in the discussion of the San Rafael Bicycle and Pedestrian Plan discussed below.

## Access to Schools

Currently all students in the Canal Neighborhood attend schools outside the neighborhood. As previously mentioned the Bahia Vista Elementary School (grades K-5) is under construction and is due for completion in 2006. Until that time, Bahia Vista students are bussed to either the Short School (grades K-1) in Gerstle Park or the Annex (grades 2-5) at Davidson Middle School. Other Canal students attend San Pedro Elementary School (grades K-5) in the Loch Lomond Neighborhood, Davidson Middle School (grades 6-8) and San Rafael High School (grades 9-12). School bus service is provided from the Canal Neighborhood for students attending San Pedro Elementary School and Davidson Middle School. High school students take GGT route 35/36 to travel to San Rafael High School. Location of schools serving Canal students can be found on Figure 3.

Throughout Marin County, the Safe Routes to School program promotes walking and biking to school in order to decrease traffic and pollution and increase the health of children and the community. Bahia Vista is a participating school in Safe Routes to School program. Earlier this year, the City received grant money to implement traffic calming and pedestrian safety devices, such as high visibility crosswalks, high technology warning devices at Bahia Vista and one other elementary school elsewhere in San Rafael. Consultants, selected early November 2005, will evaluate and recommend appropriate Safe Routes to School improvements at Bahia Vista. It is expected that the improvements will be installed during summer 2006 when school is closed for the summer.

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<sup>4</sup> City of San Rafael *Bicycle and Pedestrian Master Plan*, February 2002.



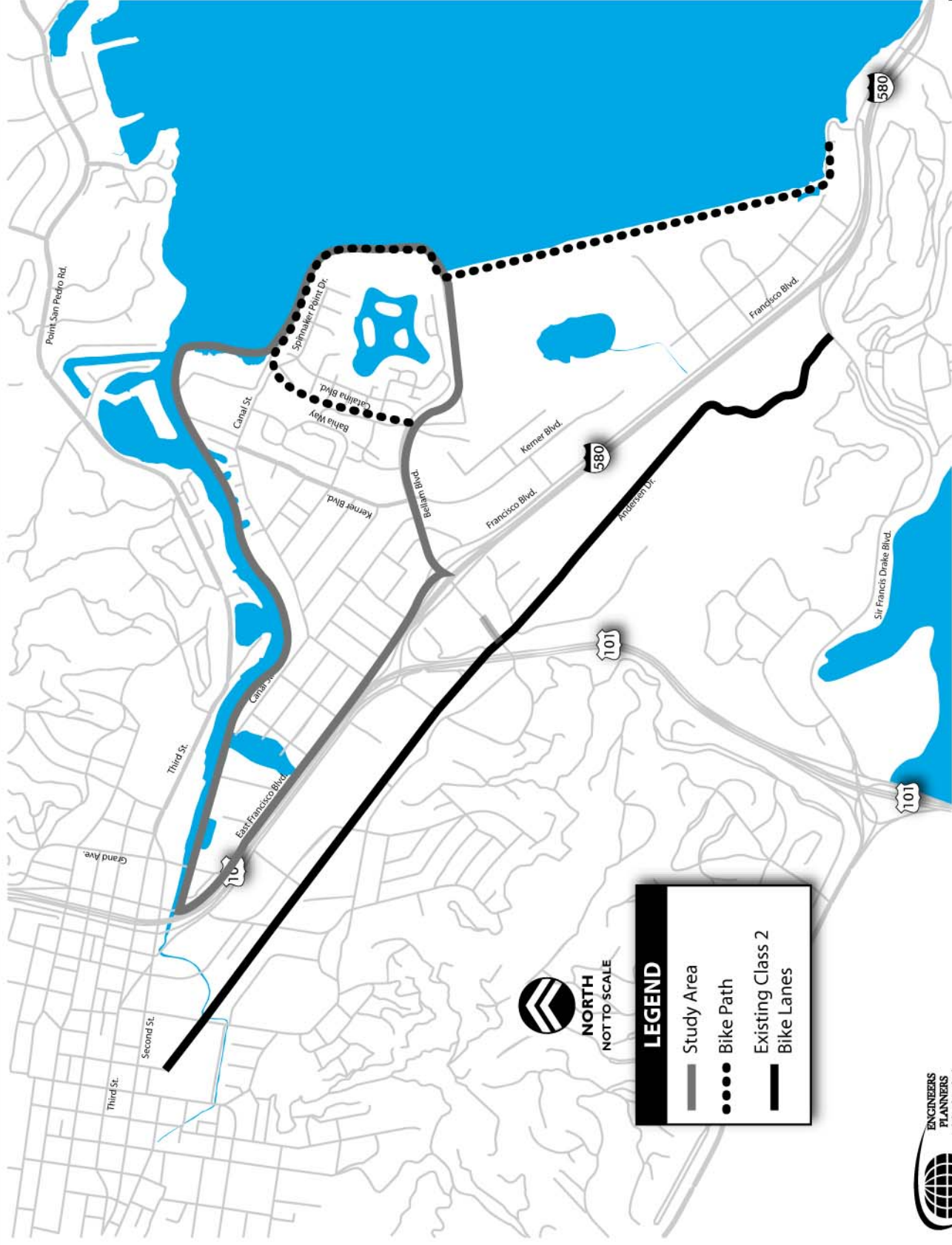


Figure 9  
**EXISTING BICYCLE FACILITIES**  
53:4230/BASE - 10/06/05

## RELEVANT STUDIES, REPORTS AND PLANS

### Neighborhood Studies

#### *Canal Voice, 1996*

Canal Voice was an effort to provide a way for members of the Canal Neighborhood to express their concerns about the future of the area and to develop strategies to improve the community. This project made an effort to include and accommodate all members of the community by utilizing small group discussions. A summary of the concerns expressed and strategies recommended were organized by the relevant issue ranging from communication and crime to the need for public services and improved transportation options. Comments about transportation issues included:

#### Comments about Public Transit

Topic	Comment
Appreciate	Free bus to the ferry (but not many ride it)
Appreciate	Golden Gate Transit does well in Canal
Appreciate	Good public transportation
Appreciate	Transportation
Dislike	GGBD doesn't notify users at bus stops about temporary rerouting of bus routes.
Dislike	Golden Gate Transit costs too much
Dislike	Need better area bus transportation to San Pedro School (big problem to get to school events and counselors during the day)
Dislike	Some of the bus drivers discriminate against the people in this neighborhood.
Dislike	There are some irresponsible bus drivers (one time he let people on, closed the door and then made them wait while he took his break)
Dislike	Transit is costly (\$1.25)
Ideas	Increase the number of buses in the Canal. #20 buses are full in the morning. Canal routes pay for themselves and subsidize other routes.
Ideas	Low cost jitney service to connect Canal to Montecito and Downtown
Ideas	More bus service, improve hours
Ideas	More bus service, tours
Ideas	See what the need is for transportation and increase bus service.
Ideas	Would like a shuttle bus to the ferry like in Corte Madera

#### Comments about Bicycles

Topic	Comment
Appreciate	Bike ride with friends to Burger King
Appreciate	Bike riding
Dislike	Won't be able to get to the bike paths on Andersen Drive very easily.
Ideas	Bike lanes
Ideas	Develop more bike paths and walkways so can get to Peacock Gap and around better, more pleasantly, not just along Francisco
Ideas	Need sidewalks, bike path (on Bellam)

**Comments about Pedestrians**

Topic	Comment
Appreciate	Good sidewalks
Appreciate	Pedestrian-oriented neighborhood. People out walking get to know each other. Empty streets are not friendly.
Appreciate	Seeing people I know while I'm walking to work.
Dislike	Blocks are too long. Used to be easier to get through. Too many fences now.
Dislike	Getting to schools outside this area is hard.
Dislike	It's not easy to get out of this area
Dislike	Limited and unsafe pedestrian access
Dislike	Main way to get around neighborhood is walking or riding a bicycle. But it's very dangerous and unpleasant to walk or ride a bike out of the Canal.
Dislike	Not easy to walk over to Marin Square
Dislike	Not enough lighting at Bahia Vista school (especially) and streets
Dislike	Poor pedestrian access along Francisco Blvd. East. Dangerous and ugly
Dislike	Schools are too far from home (30-45 minute walk)
Dislike	The streets are dark.
Dislike	Unfriendly to walk to places like Marin Square, Borders
Dislike	We asked for a bridge in 1985, but nothing happened
Ideas	Arching or draw bridge over the Canal (end of Canal to Montecito. Close it to car traffic, but have it open to emergency vehicles.)
Ideas	Better way to cross 101
Ideas	Bridge over the Canal (SRHS)
Ideas	Make some breaks in the blocks.
Ideas	More street lights
Ideas	Need more lights in the Canal (it is dark)
Ideas	Pedestrian/bike along RR ROW to Downtown
Ideas	Pedestrian bridge or walkway to Montecito
Ideas	Walkway along the canal connecting both sides of the canal
Ideas	We need more lights.
Ideas	Would like a pleasant connection to Downtown

**Comments about Cars**

Topic	Comment
Appreciate	Close to the highway
Appreciate	Easy commute
Appreciate	Transportation
Dislike	Bellam Blvd. looks like a used car lot, and has too many trucks parked on it
Dislike	Big trucks parking on Bellam Blvd.
Dislike	Busy street near Post Office and Marin Square
Dislike	Can only get to Montecito by car.
Dislike	Car crashes
Dislike	Commercial truck parking on residential streets
Dislike	Francisco Blvd. West/Bellam intersection – light timing (but left turn light is good)
Dislike	Have been through the process three times requesting red curbs on Portofino but have not had success in finding any solutions
Dislike	Intersection at Bellam and Francisco is a nightmare. People are running the red lights.
Dislike	Lack of parking
Dislike	Limited access roads present a problem with so many people here. Can't get in or out in a disaster.
Dislike	Need stop signs in some places, such as the entrance to Alto and Larkspur
Dislike	Not enough parking
Dislike	People have to use a car to get in and out of the area
Dislike	Poor access to the neighborhood would be a problem if there were a quake on the Hayward Fault.
Dislike	Poor access to the post office



Dislike	Right hand turn off of 580 onto Bellam a problem (visibility poor, lane changes difficult)
Dislike	Second/Grand left turn and one-way circulation – difficult to get to Kinko's
Dislike	So close to Downtown but hard to get there
Dislike	Traffic lights at Bellam/Francisco a problem
Dislike	When the freeway is tied up, Francisco is tied up, and we can't get in or out of the neighborhood.
Ideas	An additional road in and out
Ideas	Don't let cars park on the sidewalks.
Ideas	Drive slowly in the parking lot.
Ideas	Enforce parking regulations about red zones and driveways
Ideas	Have a meter maid, 6:30 - midnight
Ideas	Kerner extension would be a help.
Ideas	Prohibit right turn from 580 onto Bellam
Ideas	Residential parking permit program

### *Concept Study for San Rafael Canal Pedestrian Crossing, 1999*

This study was prepared for the City of San Rafael Department of Public Works to evaluate alternative methods of providing pedestrian access across the San Rafael Canal connecting the Canal Neighborhood to the shopping and school area north of the Canal along Third Street. The primary goals included:

- Providing safe 24-hour pedestrian access across the Canal;
- Providing pedestrian access that will meet ADA requirements; and
- Provide an 80-foot clear navigable passage for boats through the canal.

Three alternatives were evaluated: a floating pedestrian bridge, a fixed bascule bridge (drawbridge) and a rotating cable stayed bridge. Preliminary cost estimates for construction and operation were presented and are included below.

Bridge Type	Construction Cost	Operating Cost	Total
Floating Bridge	\$1,383,750	\$504,550	\$1,888,300
Fixed Bascule Bridge (drawbridge)	\$1,133,750	\$474,550	1,608,300
Rotating Cable Stayed Bridge	\$975,000	\$468,200	1,443,200

All costs are in 1999 dollars, and assume 24-hour tender at \$45/hour.

### *Medway/Canal Enhancement Project, (2002 - 2008)*

The City of San Rafael has made considerable progress in obtaining funding for a capital improvement project to enhance the 'main street' of the Canal Neighborhood. The \$2.3 million project along Medway Road between Francisco Blvd. East and Canal Street will include undergrounding of the utility lines, new sidewalks, landscaping, new street lights, traffic calming, pedestrian amenities, improved signage, and entryway treatments. The project is funded in part by a \$900,000 grant from MTC's Transportation for Livable Communities program, \$250,000 from the San Rafael Redevelopment Agency, \$400,000 in Federal Transportation Enhancement Funds, and PG&E monies. The Medway enhancement project was conceived by the neighborhood during the Canal Voice project (see above). In 2002, a neighborhood committee led an outreach and design process to complete the project's scope and plans. Construction on the undergrounding project is expected to begin Spring 2006, and will be completed within a year. The streetscape improvement project should begin Spring 2008, and is expected to be completed the same year.

## City of San Rafael Plans

### *Bicycle and Pedestrian Master Plan, February 2002*

The Bicycle and Pedestrian Master Plan, adopted by the City Council in 2002, was prepared to address needed improvements to the physical infrastructure and education/enforcement programs to enhance and promote bicycle and pedestrian travel in the City of San Rafael and provide connections to surrounding communities in Marin County. The Plan includes goals, objectives and policies to facilitate the implementation of identified improvements including a focus on the development of bikeways and walkways, facility maintenance, coordination with transit, education, design standards and bicycle parking.

The Bicycle and Pedestrian Master Plan includes recommendations for specific pedestrian projects which involve both physical improvements and programmatic components such as participation in the Safe Routes to School program. Many of the projects will improve conditions for pedestrians including improved or additional roadway crossings, traffic calming, enforcement, street lighting and elimination of travel barriers. Pedestrian improvements for the Canal Neighborhood are:

#### **Priority A Projects**

- East Francisco Blvd. – Improve/construct (widen sidewalks)
- Belvedere at Alto/Tiburon streets intersection – Add crosswalks.
- Bellam and Andersen Drive Intersection – Add pedestrian signals with push buttons. Add curb cuts on all four corners.

#### **Priority B Projects**

- US 101 at Medway Road – Construct a pedestrian & bicycle overcrossing across the freeway at the location of East Francisco and Medway Street/Louise Street connecting to West Francisco Blvd (and/or to Andersen Dr.).
- Canal Waterway – Construct a bridge over, or a connection under, the canal for easier pedestrian/bicycle movement.
- Larkspur Street from Kerner to Canal – install traffic calming devices (roundabout & speed bumps) along Larkspur at Larkspur & Canal. Cut brush obstructing the sidewalk. Add a few cross walks.
- Medway and Canal from Francisco Blvd. East to Novato Street – Add crosswalks and more stop signs along Canal and Medway.

#### **Priority C Projects**

- Francisco Blvd. from Grange Way to Highway 580 (at approximately 2165 E. Francisco Blvd.) – Complete sidewalk on the east side of the street. Improve the bus stop at 2165 E. Francisco Blvd.
- East Francisco from Pelican Way to the end – Add a sidewalk on the east (non-freeway) side of East Francisco.

The Bicycle and Pedestrian Master Plan includes the following recommendations for specific bicycle projects in the Canal Neighborhood:

#### Short Term Bicycle Improvements (1-5 years)

Priority	Segment
A	Class 3, Route 32-01, Harbor Drive along Canal St. to the Bay Trail
B	Bellam Blvd. from Playa Del Rey to Kerner Blvd., Class 2-3, Route 13-05
B	Bellam Blvd. from Kerner to Highway 580 interchange, Class 2-3, Route 13-07
B	Bellam Blvd. from Highway 580 interchange to Andersen Dr., Class 2-3, Route 13-09

#### Medium Term Bicycle Improvements (1 – 10 years)

Priority	Segment
A	Canal from the Bridge to Harbor Drive, Class 2-3, Route 27-03
A	Harbor Drive from Canal St. to Front St., Class 2-3, Route 27-05
A	Front St. and Harbor Drive to Medway and Front St., Class 2-3, Route 27-07
A	Mill St. and harbor Dr. to Medway Rd., Class 2-3, Route 27-09
B	Kerner Blvd. from Bellam to the start of the Kerner Blvd. gap, Class 2-3, Route 15-01
B	Kerner Blvd. gap to close the gap north of Shoreline, Class 2-3, Route 15-03
B	Kerner Blvd. from Shoreline Pkwy to Grange Way, Class 2-3, Route 15-05
B	Grange Way from Kerner Blvd. from Francisco, Class 2-3, Route 15-07
C	Francisco Blvd. East from Grand Ave. to Medway, Class 2-3, Route 09-07
C	Francisco Blvd. East from Medway to Richmond Bridge, Class 2-3, Route 09-09

#### Long Term Bicycle Improvements (1 – 20 years)

Priority	Segment
A	NWP Right-of-Way from the Transit Center to the San Rafael southern city limits, Class 1, Route 07-05
A	NWP Right-of-Way from San Rafael southern city limits through the Larkspur Tunnel, Class 1, Route 07-07
A	Bridge over the San Rafael Canal from Third St. to Canal St., Class 1, Route 27-01
A	Freeway overcrossing from Francisco Blvd. East to Francisco Blvd. West, Class 1, Route 27-13
A	Medway Rd. To Francisco Blvd. East, Class 2-3, Route 27-11
C	Bay Trail from Kerner Blvd. to Shoreline Park near Grange Way, Class 1, Route 11-01
C	Grange Way from Bay Trail to Francisco Blvd., Class 2-3, Route 11-02

The Bicycle and Pedestrian Plan also includes a list of several countywide 'gap closure' and safety projects in Marin Countywide plan. The ones that specific to the Canal Neighborhood are:

#4 Bellam-Francisco Bicycle/Pedestrian Project (Safety Projects)

The plans notes that these two corridors have a high number of people who are dependent on walking or bicycling as a primary mode of transportation. Surveys indicated specific problems with school children reaching Davidson Middle School because of the traffic on Bellam at the I-580 ramps. Issues for people traveling along Francisco Blvd. East to Montecito are heavy traffic volumes, numerous driveways, and a constrained roadway.

#7 San Rafael – Larkspur Gap Closure Project

The plan notes the steep routes and heavy traffic for pedestrians and bicyclists traveling from the Canal to Larkspur. Options include a safer route along Andersen Drive to Sir Francis Drake, and a Class 1 path through the rail tunnel between San Rafael and Larkspur with a connection from Andersen Drive.

#9 Regional Connection Project: North-South Bikeway

The plan describes the North-South Bikeway project that will run parallel to the Sonoma Marin Area Rail Transit line through San Rafael. The southern segment of the proposed Class 1 path will connect Larkspur to San Rafael through the rail tunnel.

***San Rafael General Plan 2020, November 2004***

The City of San Rafael General Plan serves as the planning guidelines for the future of the City containing goals, policies and programs related to the community's vision for economic vitality, livable neighborhoods and environmental protection. Of particular interest to are the sections discussing neighborhoods and circulation including the following goals:

- Goal 5 (Neighborhoods): This goal addresses the desire for neighborhoods of integrity and distinctive hometown character. Neighborhood circulation is an important aspect of neighborhood quality including streets that are safe, pleasant and attractive to walk, cycle and drive.
- Goal 13 (Circulation): Goal 13 addresses mobility for all users with the goal for San Rafael to have a diversified, cost-effective and resource-efficient transportation network that provides mobility for all users. It covers a range of trends that demand improvements in the future transportation system stressing the importance of alternatives to the Single-Occupant-Vehicle (SOV). Policies and programs to encourage a mode shift from the SOV to for travel by walking, bicycling, transit, carpooling, and low-impact alternative vehicles are included. In addition, transportation demand management programs targeted at public and private employers and schools are discussed.

Specific Canal Neighborhood transportation improvements in General Plan 2020 include:

Proposed Roadway Improvements	Projected Cost	Projected Project Timing
Upgrade traffic signal system (citywide)	\$3,000,000	7 years
Install traffic monitoring sensors and camera system	\$1,000,000	7 years
Francisco Blvd. East (Bellam to Grand Avenue Bridge)		
Four lanes required. One southbound, one two-way left turn and two northbound lanes. Major right of way required.	\$10,000,000	Depends On Development Timing
Signalize Francisco Blvd. East/Harbor.	\$200,000	5-7 years
Kerner Blvd or Francisco Blvd. East. To Andersen Drive Undercrossing [Shoreline undercrossing]		
Provide a minimum 3-lane connector near Shoreline Parkway. Signalize at both ends.	\$8,000,000	Depends On Development Timing

Proposed Roadway Improvements	Projected Cost	Projected Project Timing
Implement Bicycle and Pedestrian Master Plan	\$5,300,000 (portion)	7-20 years
Pedestrian bridge to connect Canal to Andersen Drive/Downtown.	\$4,500,000	10-20 years
Pedestrian bridge to connect Canal to Montecito Shopping Center.	\$4,000,000	10-20 years

*San Rafael General Plan 2020: Community Design Charrette, January 2002*

As part of the General Plan Update process, the City of San Rafael held a Community Design Charrette to obtain information and ideas from community members regarding visions for future development and change in San Rafael. Six focus areas were identified as study sites for the Charrette as places where substantial benefits to the neighborhoods as well as the San Rafael community could be realized through new investment, improvement or redevelopment. Three of the six focus areas involve the Canal Neighborhood: Canalfront, Marin Square, and Medway/Vivian. The Charrette was held on two Saturdays in January 2002 and involved a site visit, group design exercise and group reports and open discussion. Each focus area group included discussion of overall character for the future, land use, design objectives, circulation, implementation ideas and other major issues.

For the Canalfront, the following circulation suggestions were made:

- This community should be easily accessed by boat as well as by car and foot. It should have a more comfortable, convenient and unbroken pedestrian way for the overall community and for the neighborhood itself from Harbor Center to the Grand Avenue Bridge, and should include an Esplanade behind the car dealerships by the Canal. A pedestrian bridge or a city water taxi would be a good idea if it could be made to work.
- Provide safe pedestrian access from Canal residential areas to the Canalfront area (the area is a primary shopping area for the Canal neighborhood).
- Expand/widen Grand Ave. bridge with cantilevered sidewalks and include view points to the Canal.
- Add landscaping along entire pedestrian loop.

For Marin Square, the following circulation suggestions were made:

- Provide access to Marin Square off Bellam Blvd; with access to Gary Place off Francisco Blvd.
- An on-site grid circulation pattern is desirable.
- Parking could be provided in underground parking garages. Entrance and exit on Bellam with circular two-way loop around the perimeter.
- Bellam Blvd. should have a greater pedestrian orientation, with retail facing the street.
- Should have parking around the perimeter loop of the site, and underground.
- The train tracks that run through the area have potential for future mass transit.

For Medway/Vivian, the following circulation suggestions were made:

- Focus on pedestrians, with wider sidewalks on Medway and Vivian.
- One-way streets discouraged.
- Improvements to public parking, and parking layouts.
- Widen the sidewalks, install benches in cutouts on sidewalk to create small gathering places, plant more street trees to create pedestrian effect, add more street lighting below tree canopies, and place parking underground or in back of structures.

## Marin County Studies

### *Draft Marin Countywide Plan, August 2005*

The Marin Countywide Plan's framework is based on "Planning Sustainable Communities." The Transportation Section of this plan focuses on the importance of an integrated, multi-modal system that relies on travel by bus, rail, ferry, bicycle and foot to supplement and supplant automobile use. Goals presented in this plan include:

- Safe and efficient movement of people and goods;
- Increased bicycle and pedestrian network;
- Adequate and affordable public transportation; and
- Protection of environmental resources.

The Socioeconomic Element deals with issues of public safety and public health to insure that all persons regardless of economic status, race or age are able to live in a safe and healthy environment including:

- Safe neighborhoods;
- Opportunities for physical activity;
- Improved access to health care services; and
- Access to jobs, day care and education.

The Natural Systems and Agriculture Element supports the preservation and expansion of trail routes for all user groups.

### *Marin County Congestion Management Agency Marin Bus Transit Futures, February 2001*

Marin Bus Transit Futures is a comprehensive long-range plan to provide a vision and practical implementation strategies for improving the range of public transportation choices for local Marin County trips. The goal of this effort is to enhance local mobility and create more livable communities by increasing the opportunities for County residents and workers to use transportation modes other than the single occupant vehicle. In evaluating transit needs, the Marin Bus Transit Futures made extensive use of public outreach. It was found that transit is important to many of the existing riders with over two-thirds of existing riders being transit dependent including residents of the Canal Neighborhood. In fact, according to this study, the "typical existing transit user uses GGT services five days a week, is employed, is between 30-45 years old, does not own an auto, lives in the Canal area, and needs to transfer at least once to get to his or her destination.

Various scenarios are identified that would provide significant connections between the Canal Neighborhood and major destinations throughout central Marin including Marin Civic Center, Montecito Shopping Center, College of Marin, Marin General Hospital, Larkspur Ferry and Corte Madera Town Center.

***Moving Forward: A 25 Year Transportation Vision for Marin County, February 2003***

Moving Forward focuses on how Marin County can have a sustainable transportation system that promotes mobility and maintains the quality of life enjoyed by Marin residents. The increase in congestion can be attributed to residents making more trips, more trips being made inside the County, peak period trips being made for more than the work commute, growth in employment in Marin County, attraction of the County for recreational trips and few options other than driving. The vision for a better future includes opportunities for getting the congestion under control including:

- Increasing travel choices to manage congestion and improve mobility;
- Linking modes together in a seamless, comprehensive transportation network;
- Serving local trips by a variety of new and expanded options, improving mobility for all Marin County residents;
- Serving regional and interregional trips with completion of HOV system on Highway 101, implementation of a new commuter rail line, increased express bus service and increased ferry service.

Several transportation improvements are suggested for the Canal Neighborhood including new bus transit routes, Safe Routes to Schools and school bus/shuttle service to middle and high schools, employer shuttles and bicycle/pedestrian improvements. Specific recommendations include:

- New bus transit routes operating all day every 30 minutes connecting San Rafael to the Canal via a two-way loop through San Anselmo, Ross, Kentfield, Greenbrae and Larkspur; Canal, San Rafael, to Santa Venetia route; and Canal, Northgate to Kaiser Hospital route;
- Pedestrian and bicycle improvements with gap closure between San Rafael and Larkspur ferry terminal and improved bicycle and pedestrian safety in the Bellam and Francisco corridors; and
- School Tripper buses and shuttles to middle and high schools.

***Marin County Transit District Strategic Plan - Existing Systems Report, October 2004***

Due to a change in the relationship with Golden Gate Transit and extra funding that is available for transit in Marin County, an evaluation of the transit system is needed to analyze the productivity and performance of the existing system. The Existing Systems Analysis evaluates all transit services in the county on a variety of levels including cost effectiveness, level of congestion relief, provides service to youth, seniors and low-income households, fills a gap in the transit network and meets productivity standards. GGT routes 35 and 36 which serve the Canal were among the highest ranked all-day routes in the Marin County Transit District system including all statistical criteria used. Although these routes are among the most productive, require the lowest subsidy per trip than the system average and carry more than 1,000 people per day, the fact that these routes are operating so well may be an indication that they are under serving their market and should be reviewed carefully for service changes and additions.

***Marin County Transit District Short-Range Transit Plan - System Level Analysis, May 2005***

The Marin County Transit District (MCTD) Short-Range Transit Plan is the first transit plan that is entirely focused on local transit within Marin County. Regional service, which includes connections to Sonoma, San Francisco and Contra Costa Counties, is operated by Golden Gate Transit. Local transit service or those trips that begin and end within Marin County is the responsibility of the Marin County Transit District (MCTD). Although MCTD has responsibility for local services, it does not own buses or facilities for fixed-route service and does not employ its own drivers. Instead, MCTD contracts with other providers, including Golden Gate Transit and Whistlestop Wheels for local bus and paratransit services.

The Plan includes a complete assessment of the current system and its riders, as well as a thorough identification of transit needs in Marin County and alternative techniques for meeting those needs. The goal of the plan is the development of a financially sustainable transit system for Marin County riders that maximizes productivity and mobility for everyone who travels within the County. The first part of this Plan, the System Level Analysis, was completed Spring 2005, and includes a route-level analysis of each of the routes and services that are currently offered by Marin County Transit District. Much of the document is dedicated to analyzing the performance of transit routes and services. Much of this analysis is based upon an extensive on-board passenger survey that was conducted in April 2005.

The results of the survey provided detailed demographic and socio-economic profiles of riders by each existing route. They include information on who rides, what mobility choices are available to transit riders, where is the ridership occurring, and evaluation of performance

The Draft Short-Range Transit Plan including recommendations for transit improvements in Marin County is due for public review in Fall 2005.

***Marin County Transit District Short Range Transit Plan, January 2006***

Marin County Transit District (MCTD) is preparing to release a draft of its first Short Range Transit Plan (SRTP) in January 2006. The draft plan will incorporate extensive public input from rider surveys and community meetings throughout Marin. After releasing the draft plan, MCTD will hold community meetings to introduce the plan, discuss the results of the public input, and receive comments on the draft plan. The MCTD website, [www.marintransit.org](http://www.marintransit.org), will provide additional details, meeting dates and locations.

The SRTP will be the first transit plan that is entirely focused on local transit within Marin County. The plan will include a complete assessment of the current system and its riders, as well as identification of transit needs in Marin County and alternative ways to meet those needs. The goal of the plan is to develop a financially sustainable transit system for Marin County riders that maximize productivity and mobility for everyone who travels within the County.

***Marin County Transit District Ride and Roll Evaluation Report, May 2004***

The Ride and Roll Program began as a pilot, free bus pass program for middle school and high school students. It provided free rides on all Marin County Golden Gate Transit bus routes Monday through Friday from 6 am to 7 pm. A modified version of this program will be funded with monies provided by passage of Measure A (see below). The Ride and Roll Program was evaluated for success by participation, benefits and costs. 84% of eligible schools participated in the program as well as 20% of enrolled students. Ninth grade students had the highest rate of participation with participation by high school students greater than students at the middle schools. GGT routes 1, 10, 20, 23, 35, and 50 had the greatest number of student riders with route 35 ranking 5<sup>th</sup> overall.

Previous to using transit through the Ride and Roll program, the majority of students reported that they had traveled to school by car. Program benefits included a significant mode shift from car to bus resulting in a reduction of automobile trips and expanded transportation options for students and their families. The majority of the program cost is for the free bus tickets. Cost effectiveness of the program is based upon the estimated number of automobile trips removed from Marin County roadways. Fuel and maintenance cost savings would also be accrued by those parents and students participating in the program as well as providing participating parents and students with expanded transportation options.

The program described above was discontinued as of June 2005. In its place, Marin County Transit District has instituted a fifty-percent discount for youth riders 18 years of age and younger and a low-



income student ticket program for middle and high school students only whose families qualify for free or reduced price lunches.

***Marin Transit Future On-Board Survey Results: Working Paper. Crain & Associates. March 2000.***

In November and December 1999, bus riders on Golden Gate Transit routes 1, 10, 21, 23, 35, 37, 50 51 and 80 were surveyed to determine ridership information (origin and destinations locations, transfer activity, etc.) and to conduct a ridecheck about boarding and alighting activity. In addition, riders' comments and suggestions were solicited. Route 35 is described as "probably the shortest route in the entire Golden Gate Transit system, but it is probably the most heavily-used on a passenger per hour basis." (page 2-7) Pertinent facts about Route 35 in 2000 are:

- A majority of riders (54.4%) indicated work as a trip purpose.
- Over 75 percent (78.5%) have annual household incomes below \$20,000, 46.4% have annual household incomes below \$10,000.
- Most (71.8%) transfer to another route to complete their trip.
- Close to 90% use GGT at least three times weekly.
- The Canal neighborhood had between 276 and 600 daily boardings (people getting on the bus). Only Downtown had over 600 daily boardings, and for the rest of the county, most areas had boardings of less than 125 a day.
- The Canal neighborhood had between 401 and 1,200 daily alightings (people getting off the bus). Again, only Downtown had more than 1,200 alightings, and most of Marin had alightings of less than 225 a day.

The survey also reviewed San Rafael City School bus service. The School District contracts for bus service to the elementary schools and the middle school, but not to San Rafael High School. Ninety percent of the students ride free or with a reduced fare; students must live at least a mile from school to be eligible to ride the school bus. All schools were reported to have severe traffic problems, with Bahia Vista Elementary School being the worst. A District priority would be to provide home to school bus service for San Rafael High School. Factors limiting bus ridership include students having to walk too far to catch a bus, or to wait too long for the bus. The School District also reported the need for better bus service to after school activities and after school child care.

***Metropolitan Transportation Commission Marin County Welfare to Work Transportation Plan, June 2002***

This study was prepared to address the deficiencies in Marin County's existing transportation network and propose potential strategies for improving the overall mobility of CalWORKs clients. The CalWORKs Program requires that each county establish a countywide program for moving people from welfare to work. A significant cluster of CalWORKs households is concentrated in the Canal Neighborhood; additional clusters were found in Marin City and Novato. High concentrations of employment sites were also found in and adjacent to the Canal Neighborhood along Highways 101 and 580.

A variety of programs were recommended as a result of this project involving expanded administrative and informational programs, routing and service improvements, subsidized transit passes, additional paratransit/shuttle services and car ownership/maintenance subsidies. Specific to the Canal are recommended improvements to Route 35 including additional service frequencies and routing changes to provide service goals outlined in the Metropolitan Transportation Commission Lifeline Transportation Network Report discussed below. These goals include:

- 30-minute headways on weekdays and Saturdays for all times of day and evening;
- 60-minute headways are set for all times of day on Sundays.
- Operating hours of 6 AM – 10 PM on weekdays and 8 AM – 10 PM on weekends.

These service frequency and routing changes for Route 35 (a local route) are proposed in combination with changes to service on Route 20 (regional route). However, service on Route 20 has been eliminated since publication of this report. Although Route 35 continues to provide Canal residents with connections to downtown San Rafael and the connecting transit at the San Rafael Transit Center, the neighborhood could benefit from more direct service to destinations such as the Marin Civic Center, Marin General Hospital and other destinations.

## Regional Studies

### *Lifeline Transportation Network Report: 2001 Regional Transportation Plan for the San Francisco Bay Area, December 2001*

The purpose of this report is to identify transit services that serve those low-income individuals and families who are in critical need of these services. This report also makes recommendations to communities where there may be transportation gaps. The Lifeline Transportation Network Report identifies San Rafael as having the lowest income population in Marin County, particularly in the Canal area. San Rafael is also identified as having a large concentration of essential destinations for surrounding areas. The Lifeline Transportation Network Report identifies routes that are critical to low-income areas because they provide:

- Direct Service to a neighborhood with a high concentration of households participating in the CalWORKs program for moving people from welfare to work;
- Service directly to areas with high concentrations of essential destinations;
- Core line trunkline route operating along a major corridor carrying a large number of passengers and running at frequent headways as identified by the transit operator; or
- A key regional link to destinations outside of San Rafael.

The study concluded that low-income residents need greater access to public transit services later during the day, more frequently during the day and more extensively on weekends. The MTC-adopted service objectives for proposed Lifeline Transit Routes for a transit operators such as Golden Gate Transit include the following service goals:

- 30-minute headways on weekdays and Saturdays for all times of day and evening;
- 60-minute headways are set for all times of day on Sundays.
- Operating hours of 6 AM – 10 PM on weekdays and 8 AM – 10 PM on weekends.

Route 35 which serves the Canal Neighborhood is identified as a Lifeline Transportation Network Route. Route 35 meets all of the MTC goals except for sufficient service during the evening hours.

**Metropolitan Transportation Commission: Transportation 2030 Plan - Equity Analysis**

As the metropolitan planning organization in the San Francisco Bay Area, MTC is responsible for adopting the Bay Area's regional transportation plan. The current plan, known as *Transportation 2030*, specifies investments and strategies needed to maintain, manage and improve transportation in the Bay Area over the next 25 years. In conjunction with the long-range plan, MTC published the *Equity Analysis Report*, which addresses environmental justice<sup>5</sup> issues. The purpose of the report is to measure both the benefits and burdens associated with the transportation investments proposed in the *Transportation 2030 Plan*, and to make sure that minority and low-income communities share equitably in the benefits without bearing a disproportionate share of the burdens. The Canal Neighborhood in San Rafael is one of forty-four (44) communities of concern (neighborhoods with 30% or more of the households having an income below 200% of the poverty level or with 70% or more of the persons of African-American, Asian-American, Hispanic or Multiracial descent) identified in the *Equity Analysis Report*. The comments below about transportation from the Canal Neighborhood are excerpted from the report's appendices.

**Table 27: Distribution of Destinations/Services within the Canal District**

Destination/Services	Number w/in Canal District	Employees	Population <sup>1</sup>	# of Stores/Services per 1,000 Residents	Employees per 1,000 Residents
Food Stores (Table B13)	8	56	11,973	0.7	4.7
Health Services (Table B14)	14	183	11,973	1.2	15.3
Social Services (Table B15)	18	180	11,973	1.5	15
Elementary/Middle Schools (Table B16)	2	48	11,973	0.17	4.01
High Schools (Table B17)	0	0	11,973	0	0
Colleges & Universities (Table B18)	0	0	11,973	0	0
Post Offices (Table B19)	1	30	11,973	0.08	2.51
Banks & Credit Unions (Table B20)	8	53	11,973	0.67	4.43

1 - Year 2005 population based on ABAG Projections 2003, *Tables B13-B20*

Source: InfoUSA, 2004

**Table 28: Number of Jobs Accessible by Auto & Transit from Canal District**

	2000 Base	
	Auto	Transit
Within 15 minutes	38,870	0
Within 30 minutes	162,291	11,045
Within 45 minutes	478,742	30,995

From Tables C2-C7

**Table 29: Peak Period Commute Accessibility to Low Income Jobs (<150% of Poverty Level) from Canal District Within 30 Minutes Travel**

	2000 Base	
	By Auto	By Transit
Within 30 Minutes Travel	14,458	1,133

From Tables C10, C11

<sup>5</sup> The intent of environmental justice is to 1) avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations, and 2) ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

**Table 30: Accessibility to Essential Destination Establishments from Canal District  
within 30 Minutes by Auto and Transit**

Number of:	2000 Base	
	By Auto	By Transit
Elementary & Middle Schools	115	3
High Schools	19	2
Colleges & Universities	10	1
Food Stores	172	12
Health Services	1,378	47
Social Services	784	36
Post Offices	24	1
Banks & Credit Unions	122	10

From Tables D13-D28

***Metropolitan Transportation Commission - Transportation 2030 Plan, Appendix V, Summary Report: Phase One Outreach and Involvement Program***

On November 1, 2003, the Metropolitan Transportation Commission held a community workshop in the Canal Neighborhood for input on the draft Transportation 2030 Plan. Approximately 60 people attended the workshop and provided the following comments:

**Transportation Issues**

- Eliminate many stop signs on local streets used as alternate routes to U.S. 101
- Difficult to see sign; not well maintained; safety issues
- Parking at transit stops: need it so you can leave the car and get on the bus or rail
- Improvements to U.S. 101 and Hwy 37 between Vallejo and Larkspur
- Evening congestion on U.S. 101 between San Rafael and Sausalito
- Bridge tolls are too high – those most impacted are students
- Run buses every 30 minutes
- Stoplight at Medway and Canal (safety issue)
- Stoplight on Point San Pedro (at the school)
- Speeding cars
- Those who can walk, do
- Should be more buses to public places
- Sometimes buses only carry a few people; crowded in the mornings
- Cost is going up, but it must be tolerated as a fact of life. Cost is not a problem
- Petroleum dependence and reliance on Big Oil. Public transit seen as a solution (repeated concern)
- Need a marked pedestrian crossing near bus stop between 330 and 260 Canal Street
- Would be more convenient to have more buses
- More bicycle and pedestrian facilities to encourage non-auto travel

- Transit access for disabled
- Increased commercial development means increased congestion
- Rising congestion and flood threat makes it more important to improve egress from Canal District (repeated concern)
- Borrow ideas from East Bay to encourage transit use
- Must go by bus or walk to shopping
- Price of Gas
- Older drivers should limit their use of cars
- Commuter buses need to run on time
- People living in Marin County work in SF or Oakland
- Transit costs too much. Wants monthly FastPass on GGT
- More bus transportation surveys to determine where service is needed
- Bus drivers don't wait for passengers
- Pedestrian safety (repeated concern) – not all roads have stop signs
- Shortcut for bike/pedestrian to Montecito shopping area from Canal District
- Better commute options needed from Marin to the East Bay
- Transportation for parents of school children from Canal to San Pedro School (repeated concern)
- Older people don't drive
- Dedicated bus lanes that segregate buses from the rest of traffic as an incentive to spur bus ridership
- Capital investment priorities that emphasize auto travel on highways discourage transit use (esp. long distance travel) but do not relieve bottlenecks
- School bus is not enough
- Bus is insufficient

#### **Prior Commitments/New Commitments**

- Effective use of funds – don't waste money with inadequate planning
- SMART light rail service between San Rafael and Santa Rosa (repeated concern)
- Participants ranked their priorities for new investments in the following order: System Management/Livable Communities, Operations and Maintenance, and Expansion
- Direct money to the project; only 10% to admin.
- Amtrak – should come to Marin County of Marin
- Need a rail line connecting Marin to Oakland and SF – Rail would help with congestion
- Rail transit option in Marin County (repeated concern)

#### **Land Use and Transportation**

- Takes cooperation: build offices in Santa Rosa, work out of home; have a reverse commute
- Transit oriented development
- Rural <-> Dense infill; more support

- Encourage communication of employers with employees. Incentives and info regarding commutes; offer discounts
- MTC's investments should encourage TDM and Transit-Oriented Development; bottlenecks are actually good

### ***Sonoma Marin Area Rail Transit (SMART) Project***

The planned SMART commuter train would provide passenger train service to Sonoma and Marin County residents along the Northwestern Pacific (NWP) rail corridor that lies next to Highway 101, from Cloverdale to a Ferry Terminal that connects to San Francisco. The rail service plans to include the following:

- Service from Cloverdale to the existing Larkspur ferry terminal, approximately 85 miles,
- Up to 14 stations, including 5 in Marin County
- Service is expected to start in 2009
- Service frequency will be 30 minutes in peak periods, with approximately 12-16 trains per day
- When the service begins, it is projected that 5,100 people will ride the train each day

A bicycle corridor plans to use, where feasible, the SMART right of way. Bus schedules are planned to be coordinated with the train schedule to facilitate transfers from one mode to another.

In October 2003, the SMART Board of Directors approved the evaluation of seven alternatives for the analysis phase of the SMART Corridor Environmental Impact Report (EIR). The alternatives included four rail alternatives, two bus alternatives and a no build alternative. The Draft EIR is currently projected to be completed Fall 2005.

### ***North/South Greenway***

The County of Marin, TAM and SMART are currently in the final design phase for a project that will provide a new multi-use pathway beginning at the intersection of Anderson Drive and West Francisco in San Rafael and continues south along the railroad R/W through the rehabilitated Cal Park Tunnel connecting to Larkspur Landing Circle. This pedestrian and bicycle "GAP" closure project will connect two major transit facilities in central Marin County: the Bettini Transportation Center in downtown San Rafael and the Ferry Terminal in Larkspur.

To continue the north-south "greenway" concept, TAM is sponsoring a project that will create a Class 1 bicycle and pedestrian facility that will continue from the end point of the Cal Park Tunnel Project, across Sir Francis Drake Boulevard with either a grade crossing or a new overhead crossing, create a new crossing over Corte Madera Creek and continue south along the railroad Right-of-Way to connect to Redwood Highway at Wornum Drive.